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No. 22,151 號壹拾伍百壹千貳萬貳第 日壹拾月陸年巳己 HONG KONG, WEDNESDAY, JULY 17, 1929. 叁拜禮 日柒拾月柒年九廿百九仟壹英 PRICE: \$3 PER MONTH

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after April 8th, 1929, until further Notice (all previous
Time Tables cancelled.)

UP TRAINS

STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 A.M.	No. 7 P.M.	No. 8 P.M.	No. 9 P.M.	No. 10 P.M.	No. 11 P.M.	No. 12 P.M.	No. 13 P.M.	No. 14 P.M.	No. 15 P.M.	No. 16 P.M.	No. 17 P.M.	No. 18 P.M.	No. 19 P.M.	No. 20 P.M.	No. 21 P.M.	No. 22 P.M.
Kowloon Dep.	8.40	8.05	8.30	9.15	10.00	10.15	1.15	2.31	3.50	4.40	5.40	7.05	8.30	9.45	10.45	11.45	12.45	1.45	2.45	3.45	4.45	5.45
Yau Ma Tei Dep.	8.45	8.10	8.35	9.20	10.05	10.20	1.20	2.35	3.55	4.45	5.45	7.10	8.35	9.50	10.50	11.50	12.50	1.50	2.50	3.50	4.50	5.50
Shatin ...Dep.	7.01	7.15	7.30	8.00	8.15	8.30	9.00	9.15	9.30	9.45	10.00	10.15	10.30	10.45	11.00	11.15	11.30	11.45	12.00	12.15	12.30	12.45
Tai Po ...Dep.	7.15	7.30	7.45	8.15	8.30	8.45	9.00	9.15	9.30	9.45	10.00	10.15	10.30	10.45	11.00	11.15	11.30	11.45	12.00	12.15	12.30	12.45
Market Dep.	7.20	7.35	7.50	8.20	8.35	8.50	9.05	9.20	9.35	9.50	10.05	10.20	10.35	10.50	11.05	11.20	11.35	11.50	12.05	12.20	12.35	12.50
Fanning Dep.	7.30	7.45	7.60	8.30	8.45	8.60	9.15	9.30	9.45	10.00	10.15	10.30	10.45	11.00	11.15	11.30	11.45	12.00	12.15	12.30	12.45	12.55
Sheng-shui ...Dep.	7.35	7.50	8.05	8.40	8.55	9.10	9.25	9.40	9.55	10.10	10.25	10.40	10.55	11.10	11.25	11.40	11.55	12.10	12.25	12.40	12.55	1.00
Shum-chui ...Arr.	7.41	8.45	9.13	10.21	10.55	1.09	1.13	1.15	1.17	1.19	1.21	1.23	1.25	1.27	1.29	1.31	1.33	1.35	1.37	1.39	1.41	1.43
Canton ...Arr.	12.05	12.05	12.05	12.05	12.05	12.05	12.05	12.05	12.05	12.05	12.05	12.05	12.05	12.05	12.05	12.05	12.05	12.05	12.05	12.05	12.05	12.05

DOWN TRAINS

STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 A.M.	No. 7 A.M.	No. 8 A.M.	No. 9 A.M.	No. 10 A.M.	No. 11 A.M.	No. 12 P.M.	No. 13 P.M.	No. 14 P.M.	No. 15 P.M.	No. 16 P.M.	No. 17 P.M.	No. 18 P.M.	No. 19 P.M.	No. 20 P.M.	No. 21 P.M.	No. 22 P.M.
Canton Dep.	8.10	8.30	8.50	9.20	9.40	10.00	10.20	10.40	11.00	11.20	11.40	12.00	12.20	12.40	1.00	1.20	1.40	1.60	1.80	2.00	2.20	2.40
Shum Chun Dep.	7.17	8.03	10.34	11.37	11.47	11.53	12.01	12.08	12.15	12.22	12.29	12.36	12.43	12.50	12.57	1.04	1.11	1.18	1.25	1.32	1.39	1.46
Sheng Shui Dep.	7.25	8.11	10.42	11.45	11.55	12.01	12.08	12.15	12.22	12.29	12.36	12.43	12.50	12.57	1.04	1.11	1.18	1.25	1.32	1.39	1.46	1.53
Fanning Dep.	7.30	8.15	10.47	11.50	12.00	12.06	12.13	12.20	12.27	12.34	12.41	12.48	12.55	1.02	1.09	1.16	1.23	1.30	1.37	1.44	1.51	1.58
Tai Po Market Dep.	7.40	8.25	10.57	12.00	12.10	12.16	12.23	12.30	12.37	12.44	12.51	12.58	1.05	1.12	1.19	1.26	1.33	1.40	1.47	1.54	2.01	2.08
Tai Po Dep.	7.44	8.31	11.01	12.04	12.14	12.20	12.27	12.34	12.41	12.48	12.55	1.02	1.09	1.16	1.23	1.30	1.37	1.44	1.51	2.01	2.08	2.15
Shatin Dep.	7.57	8.44	11.14	12.17	12.27	12.33	12.40	12.47	12.54	1.01	1.08	1.15	1.22	1.29	1.36	1.43	1.50	1.57	2.04	2.11	2.18	2.25
Yau Ma Tei Dep.	8.11	8.58	11.28	12.31	12.41	12.47	12.54	1.01	1.08	1.15	1.22	1.29	1.36	1.43	1.50	1.57	2.04	2.11	2.18	2.25	2.32	2.39
Kowloon Arr.	8.17	9.02	11.32	12.35	12.45	12.51	1.04	1.11	1.18	1.25	1.32	1.39	1.46	1.53	2.00	2.07	2.14	2.21	2.28	2.35	2.42	2.49

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END OF "THE NEW TAMMANY."

THE DEFEAT OF GOVERNOR SMITH.

NEW YORK CITY'S BIG POLITICAL UPHEAVAL.

DAWN OF A NEW ERA OF REFORM.

New York City has just been through one of the most serious political upheavals in many years. The dispute was as to who should rule Tammany Hall, the unofficial but all-powerful organization within the ranks of the Democratic party which has controlled the city for more than a century. On one side was former Governor Alfred E. Smith, recently Presidential candidate of the Democratic party, and a small group of the devoted followers who have aided him in the past decade, in building up what is popularly called "The New Tammany." Opposing him was a larger body of less-known men, the ward bosses, who are in politics for what they can get out of it and have always resented the insistence of Governor Smith on high standards of honest and efficient administration.

Complete Victory.

The result of the struggle was a complete victory for the point of view of these bosses. Governor Smith's prestige, which had already been gravely damaged when he was defeated by Mr. Hoover, has suffered another and almost fatal blow, and as a result he is virtually out of political life. It is one of the anomalies of the American political system that it has no place for anything resembling a leader of the Opposition. Though Governor Smith received about 15,000,000 votes last November, his voice is not heard in any way in the councils of the country.

Nearly everyone has heard of the corruption in which Tammany engaged in the old days. Fifty years ago there was an open and shameless alliance with vice. Gamblers, saloon-keepers, and keepers of houses of prostitution paid heavy toll for the privilege of doing business. In addition, fat profits were made out of the sale of public utility franchises and of contracts to build public works of all sorts. From time to time the citizenry would rebel, the Tammany administration would be turned out at a municipal election, and a noble band of valiant reformers would take its place. Invariably, however, the reformers grew tired within a few years, their enthusiasm was dissipated, and Tammany, patiently biding its time, came back into office.

An Era of Reform.

Even before the advent of Governor Smith a new era of at least the outward semblance of respectability had begun, due chiefly to more exacting standards of public taste. Vice and depravity no longer haunted themselves so openly. While the number of prostitutes still ran high into the thousands, as it does to-day, the brothel had disappeared, and the police had become a matter of individual patrolman preying upon a few unfortunate women as individuals.

Tammany had found new, larger, and more respectable fields of operation through an alliance with Big Business. It had learned to deal, on the basis of advance information, in the shares of great public utility corporations whose stock issues ran into millions of pounds, and to invest on a huge scale in land along the routes of secretly projected rapid-transit systems. The New York waterfront is lined with wharves municipally owned and leased by steamship companies; the foodstuffs which are daily brought into the city have enormous value; new building amounts to hundreds of millions of pounds annually; and in the administration of all these matters Tammany found ways and means for lining the pockets of its faithful members.

Strong Pressure.

When it began to seem, seven or eight years ago, that Governor Smith might become the Presidential nominee of the Democratic party the pressure for good behaviour on the part of Tammany became stronger than ever. The word was passed that there must be no open scandals of a sort which would embarrass a possible candidature.

This era of involuntary reform continued through 1924 (when Governor Smith sought the Democratic nomination unsuccessfully), through the historic campaign of 1928, and until a few weeks ago. For some years the nominal leader of Tammany had been Judge George W. Olvany, though Smith's was the hand which pulled the strings. In the face of a rising protest that the members of Tammany wanted to return to the old ways Judge Olvany resigned.

Recent Scandals.

The struggle which nearly tore the "Wigwam" asunder came over the election of his successor. Mr. John F. Curry was finally chosen, a man who has come up through the ranks in Tammany, a professional politician, who would be the first to repudiate any pretensions to statesmanship. Mr. Curry has already in public but unequivocal language indicated that "The New Tammany" is to be scrapped. In future, he says, the Wigwam will ignore national politics. In so far as it can, it will even ignore the politics of New York State. It will concentrate on the city, and particularly on Manhattan Island, the region where it has always been strongest.

It would be wrong to suggest that the interlude of sanctity which now comes to an end had been one of unalloyed sweetness and light. Despite the effort to keep things under cover there has not been a year in the past decade when New York City has not been rocked by the revelation of some notorious scandal in connection with its municipal administration. These

have not recently been traced directly to Tammany Hall itself; but invariably the culprits have been men closely allied to Tammany, men whose good behaviour the Wigwam would have guaranteed.

It has been discovered, for example, that millions of dollars were being paid annually in bribes to inspectors of food who obligingly overlooked the fact that the products submitted for their inspection, and subsequently eaten by New Yorkers, were decayed or otherwise in bad condition. Numbers of men have drawn salaries in the street-cleaning department when they did no work, some of them for the good reason that they had died several years earlier. A huge sewer was built in one district of the city at ruinous expense to the owners of homes, and a quarter or a third of the cost went as bribes to politically powerful individuals. Scandals recently unearthed in connection with the appointment of receivers in bankruptcy cases have been so grave that an investigation by the Federal Government has been demanded. All these instances of misbehaviour have taken place at the time when Governor Smith's influence was supposedly at its height.

Tammany's Hold Over the Voters.

Foreign visitors always ask, What is the hold which Tammany has over the rank and file of the voters, so that they continue to return its candidates to office? The most important of these is probably the sense of social solidarity. The chiefs of Tammany ostentatiously ally themselves with the poor; they take great care to use bad grammar even when it is not native to them. The reformers are invariably tagged as being "silk stockings" and "highbrows"; a candidate for the mayoralty was once defeated on the solitary argument that he was a friend of the Vanderbilts! In addition, Tammany has an elaborate machinery for giving aid to the poor, provided they are known to vote "right." Jobs are furnished, gar doors are opened when the crime is not too serious, in summer and coal in winter are furnished free of charge in small quantities, and the captain of each district, in the old days, used to take his entire constituency once a year on an all-day steamship excursion to Long Island Sound.

The universal prosperity of recent years has been something of an embarrassment to Tammany. Steamship excursions are now regarded with contempt as being too naïve. Few are the families which cannot afford their own ice and have not moved out of New York into nearby towns and have become season ticket holders. Tammany, however, has always been adept at changing its programme to meet changed conditions, and there is every reason to suppose that it will successfully surmount these problems.

Diary of Coming Events.

To-day.

(July 17.)

Tennis: Mixed Doubles: Chinese R.C. v. Kowloon Bowling Green, Kowloon C.C. v. Recreation, University v. Ladies' R.C.
Queen's Theatre: "A Thief in the Dark."

World Theatre: "The American Venus."
Star Theatre: "Adventure Mad."
Tea Dance: H.K. Hotel, 4.30 p.m.
Dinner Dance: Peninsula Hotel, 8.30.
Tides: High: 8.18 a.m. and 8 p.m.; Low: 1.51 p.m.
European Mails: Outward: Europe via Siberia (City of Tokio) 1.30 p.m.

Thursday.

(July 18.)

Legislative Council, 2.30 p.m.
Queen's Theatre: "Excess Baggage."
World Theatre: "Resurrection."
Star Theatre: "Steamboat Bill Jr."
Tea Dance: H.K. Hotel, 4.30 p.m.
Dinner Dances: Repulse Bay Hotel and Peninsula Hotel, 8.30 p.m.

Friday.

(July 19.)

Christian Fellowship Meeting, Helena May Institute, 10.30 a.m.
Hong Kong Football Referees Association (Special meeting) French Bank Building, 5.30 p.m.
Queen's Theatre: "Excess Baggage."
World Theatre: "Resurrection."
Star Theatre: "Steamboat Bill Jr."

Tea Dance: H.K. Hotel, 4.30 p.m.
Dinner Dance: Peninsula Hotel, 8.30 p.m.
Tides: High: 7.30 a.m. and 10.01 p.m.; Low: 12.44 a.m. and 3.06 p.m.
Saturday (July 20.)
Golf: Bogey Pool, Fanning.
Civil Service, Kowloon Dock.

Kowloon C.C. Craigengower v. Bowling Green, Tai Koo v. Recreation, Div. II: Bowling Green v. Craigengower, Civil Service v. Yacht Club, Recreation v. Tai Koo, Kowloon C.C. v. H.K. Electric.
Tennis: "B" Div.: South China v. Indian R.C.
Queen's Theatre: "Excess Baggage."
World Theatre: "Resurrection."
Star Theatre: "Steamboat Bill Jr."

Tea Dance: H.K. Hotel, 4.30 p.m.
Dinner Dances: Repulse Bay Hotel and Peninsula Hotel, 8.30 p.m.
European Mails: Outward: Europe via Marseilles (Khiva), 10.30 a.m.
Sunday (July 21.)
Eighth Sunday After Trinity.
Golf: Bogey Pool, Fanning.
Chinese Recreation Club Meeting, 2.30 p.m.
Tea Dance: Repulse Bay Hotel, 4.30 p.m.
Tides: High: 8.00 a.m. and 8.00 p.m.; Low: 2.01 a.m. and 4.11 p.m.

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SKYSCRAPER GARAGES IN U.S.

AUTOMATIC PARKING.

NEW WAY TO RELIEVE CONGESTION.

The fire department was on the scene in a hurry, in plenty of time. But the building burned, nevertheless. The firemen with their trucks and ladders and hose could not work efficiently because the kerbs of the street were blocked by parked cars. By the time these had been cleared out enough to provide the needed space, the blazing building was beyond help. Incidents of this sort, becoming more and more common, are, says the New York *Literary Digest*, one of the more spectacular reasons why city officials all over the country are trying to devise ways of keeping the streets clear of automobiles not in use. Traffic has outgrown street space. Avery McBee tells us in the *Baltimore Sunday Sun*. The writer then goes on to tell of plans under way in various cities throughout the country to solve the problem. These plans involve the erection of skyscraper garages, of which some are now in use, in which the automobilist may store his car during his day in the city. Chicago and New York, we learn from this writer, have such garages, and interest in them is countrywide.

"Parking garages have been in operation for some time, but until recently the growth of these units to the tremendous dimensions that are needed to-day has been blocked by the time required in handling large numbers of automobiles during rush hours. How this serious drawback is being overcome is worth studying.

"The latest and most efficient of the new garages has just opened its doors in New York, we read, and its operators 'make the interesting promise that any car in the building will be delivered at the door to the owner in three minutes, without having been touched by hand.

The car is parked in the same mechanical way." Pursuing the account:

"It really is an amazing system. In the first place, the building occupies a lot less space of only 50 by 140 feet, fronting on Forty-third and Forty-fourth Streets, just east of Third Avenue, yet it can hold and handle a thousand cars. Thus, while occupying no more precious ground space than two ordinary private homes in New York, it can hold cars that ordinarily would take up kerb territory for many blocks around.

High-Speed Lifts.

"This garage uses only three high-speed elevators that travel a floor per second, with two cars aboard, but the real feature is an automatic parking arrangement that does away with the loss of time while shunting the cars about and with the overhead of extra men on the various floors. The elevators, placed in a bank of three in the centre of the building, covering its width, take their freight to 'compartments' accommodating from four to six cars, with space for manoeuvring.

"A car is driven into the doorway. A signal tells the driver which way to go, and he proceeds along, low guide kerbs for a short distance, gets out of his car, and, if he likes, locks transmission and doors after shutting off his motor. Immediately he leaves the machine, by the touching of a lever, a little device slides out from a nearby elevator, is run under the car, automatically jacks up one end, and pulls it forward into the elevator at the same time that another automatic parker, directed in the same manner, is placing another car on the elevator from the other side.

"Then the operator starts his lift, whizzing by a floor every second until he reaches a space that is shown vacant by a system of lights. The operator opens the door and at the touch of another lever the car is pushed forward on its parker to the designated space. The operation takes almost as little time as it does to tell about it. Perhaps on the way down the elevator operator may get a signal to pick up a car in some other loft.

MOTOR NOTES

LEYLAND'S LATEST MODELS.

Nothing could better substantiate the reputation of Leyland Motors, Limited, for the production of high-class vehicles, and for the giving of real service, than the phenomenal success which the Company has achieved with its new range of vehicles. Never in all its 31 years' experience in the manufacture of Commercial vehicles has the demand for Leylands been so insistent as it is to-day.

Having its origin in a small blacksmith's shop where its first steam wagon was built, Leyland Motors, Limited, may to-day be regarded as occupying the enviable position of being the leading manufacturer of heavy petrol vehicles in the British Isles. The main works are concentrated around the original site in Leyland, a village in Lancashire, England, from which the vehicle takes its name. It has branch works at Chorley, Farnworth and Kingston. In addition to its spacious machine and erecting shops, it possesses its own steel and non-ferrous foundries, its own coach works, timber drying sheds, laboratories and research departments, etc. Overseas it has its own direct branches in Australia, New Zealand, Canada, South Africa, India and the Far East, as well as representatives in the Argentine, British Malaya, Burma, China, Holland, Japan and Portugal.

Before the advent of the new range of vehicles probably the best

known and most sought for type was the model "G" 4-tonner, a vehicle which to-day differs little from the famous 3-ton R.A.F. subsidy model, its proto-type which earned so great a reputation during the great European War. This model and its heavier types 5 and 6/7-tonner with their 36/40 turbulent head engines, spherically-mounted torque tubes and double reduction bevel axles have to-day almost become a standard by which heavy goods vehicles are judged the world over.

A New Range.

At the International Commercial Vehicle Exhibition which was held at Olympia at the latter end of 1927, the first of a new range of vehicles was offered to the public. These were passenger chassis designed for single and double-deck buses and ambulances, and of the short time which has elapsed since they were first put on the market, there are few Municipal Authorities or large bus operating concerns which have not put these into service, and in the majority of cases they have already placed repeat orders with the Company. In one instance—the Corporation of Glasgow—ordered no less than 100 buses, valued at £163,000, in one repeat order.

The two passenger vehicles referred to are the "Tiger," a high-speed single-deck bus or coach, and the "Titan," a double-deck bus with an overall length of 24 ft. 9 in. and overall height of under 13 ft. The chassis for both types are somewhat similar, they include a six-cylinder engine 4 in. bore 4 1/2 in. stroke, unit-constructed four-speed gearbox and underhung worm driven rear axle. The feature of the transmission is that it is off-set,

thereby allowing a much lower floor level than would otherwise be possible. The floor level of both buses, as a matter of fact, is under 2 ft. Both buses are capable of high speed, and due to the flexibility of the six-cylinder engine and the powerful four-wheel Dewandre-operated brakes, they are able to maintain high averages on the long distance.

Light Goods Models.

Since these two passenger chassis were produced, a new range of Light Goods vehicles and a four-cylinder single-deck bus have been offered to the public. These are the "Badger," 50-cwt. vehicle, the "Beaver," 70-cwt., the "Tiger," six-wheeled 3/4-tonner, and the new model "Lion." These models contain many of the more successful features of the "Tiger" and "Titan." The two-axle vehicles have been expressly designed for fast road service, the six-wheeled vehicle being built primarily for War Office and Colonial work. Already the Company has been favoured with repeat orders from the War Office for the latter machine.

The design of each of the vehicles incorporates a four-cylinder engine of robust construction, a noticeable feature being the large proportions of all the essential wearing surfaces, a factor which has resulted in the greatly lengthened life of all working parts, and consequently the low cost of maintenance. The stroke of the engine is 5 1/2 in., the bore being varied according to the model. In other respects the design of the engine is similar, and all parts, with the exception of the cylinder block and pistons, are interchangeable. The bore of the engine standard on the 50-cwt. and "Lion" is 4 1/2 in., while that on the 70-cwt. and six-wheeler is 4.9-10 in. A similar gearbox to that used on the "Tiger" and "Titan" is embodied in the transmission line, but in the case of the six-wheeler an auxiliary box is fitted, which allows a further reduction of 2.2 to 1 and thus enables the vehicle to ascend almost any possible gradient. Although these models have only recently been produced, many orders have already been received for the Overseas models, a market for which these Light Goods models seem to be particularly suited.

£3 A WEEK MOTORIST.

JUDGE CRITICISES OWNER OF UNINSURED CAR.

A man who was sued in the King's Bench Division respecting an accident in which a motor-car owned by him was involved told the court that he was a working cabinet-maker.

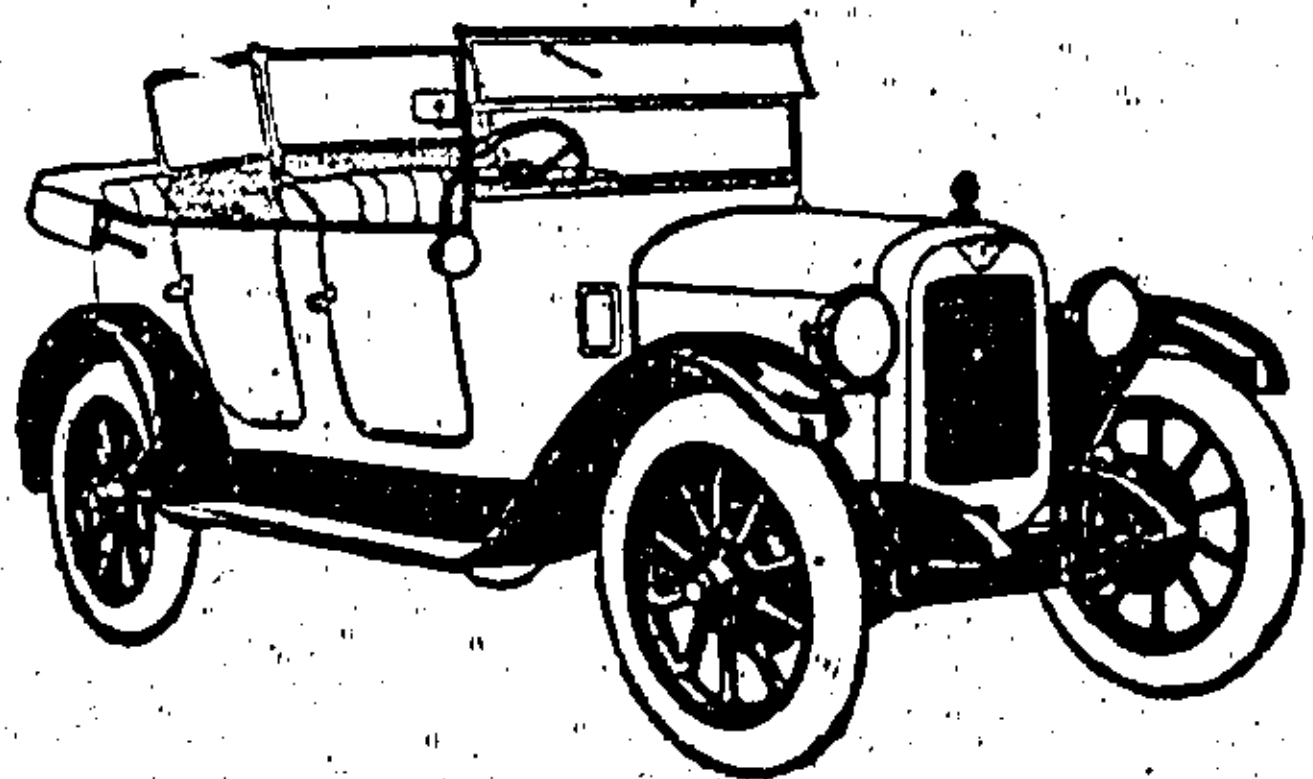
He said in reply to a question regarding his earnings: "For the whole of last year I did not average more than £3 a week."

It was stated that at the time of the accident the car was driven by a man who was employed by the owner as an "occasional chauffeur" at a wage of 5s. a day.

Mr. Justice Horridge, summing up the case, said that it was "perfectly shocking" that a man earning only £3 a week should have a motor-car running about the streets uninsured.

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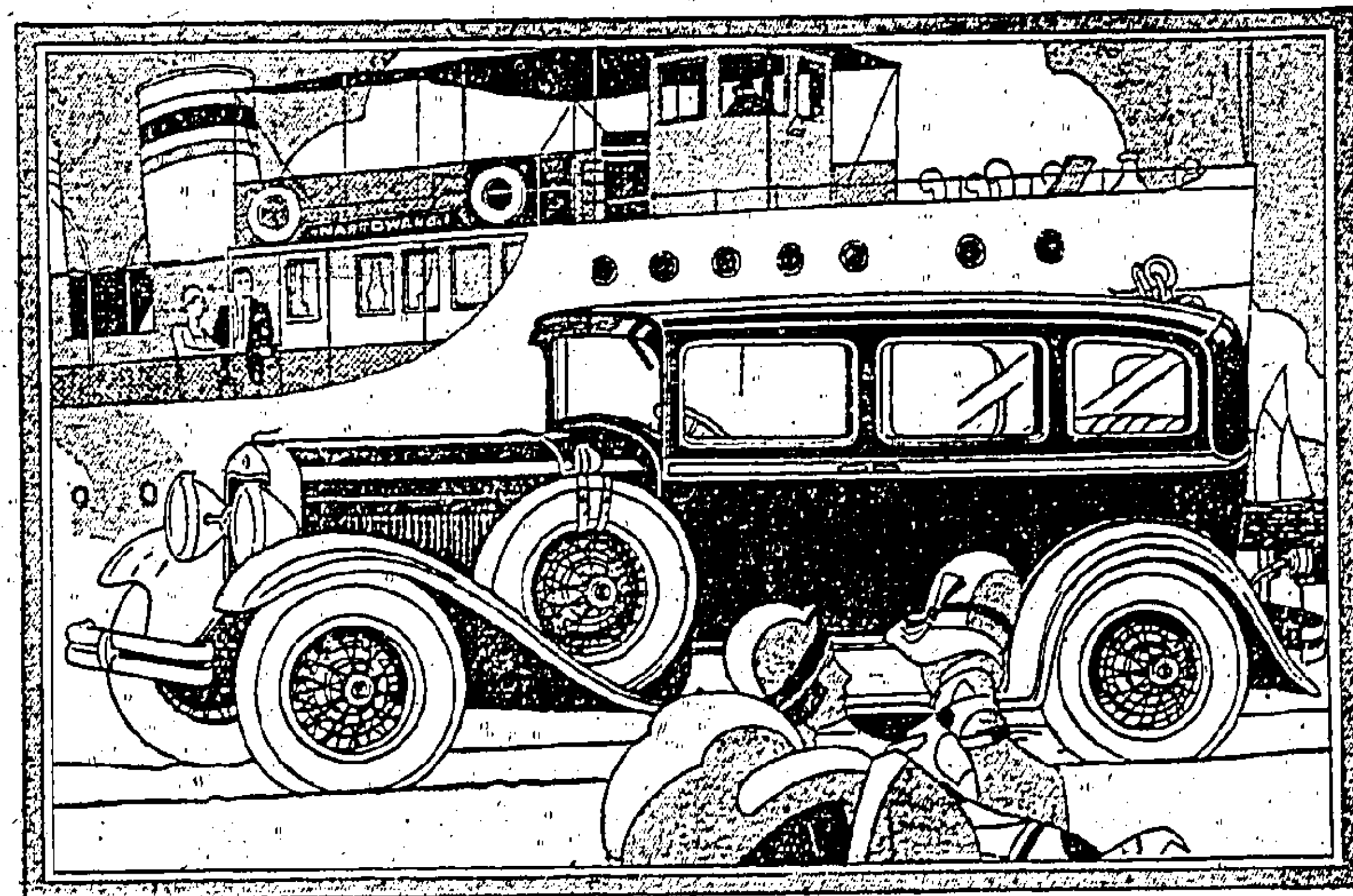
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ERSKINE SIX



ERSKINE SIX ROYAL SEDAN FOR FIVE PERSONS—Six wire wheels and folding luggage grid standard equipment. Also available with wood spoke wheels.

THINK what a motor car must be to set such an official record as Studebaker's Erskine Six—1000 miles in 984 minutes—averaging more than a mile a minute for over sixteen hours. Think of such speed and staying power clothed in smart style, and providing such modern comfort devices as hydraulic shock absorbers. You are offered your choice of

deluxe equipment, as illustrated, or standard equipment at a lower price.

A low priced six so painstakingly built you may drive it safely at 40 miles an hour even when new—at 62 mile speeds later. And so well engineered that engine lubricant need be drained only at 2500 mile intervals. This is Studebaker's Erskine Six—Champion of all stock models in its low price class. Feel its surging power! Drive it—today!

Studebaker's Four Lines

[Studebaker builds four great lines of cars—The President Eight (30,000 miles in 34,924 minutes); The Commander Six and Eight; The Director (4000 miles in 4911 minutes); The Erskine Six (1000 miles in 984 minutes). Each is backed by Studebaker's 25-year guarantee.]

PRICES RANGE FROM H.K. \$2,320.00 TO H.K. \$6,140.00.

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(THE HONG KONG & SHANGHAI HOTELS, LTD.)

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MOTOR NOTES.

THE BRITISH MOTOR INDUSTRY.

HANDICAPPED BY THE HORSE-POWER TAX.

This is a small-car country, (says a writer in a Home paper). It became so in the early post-war years under pressure from three sources. Our makers had to re-enter the home market and had to compete with imported cars, mostly from America, which during the war had had the market to themselves. Price, therefore, was a vital factor. Post-war years also brought a much wider home market, consisting of people of expanded but not large means—the class we still know to-day as the small-car class. With them purchase price was a vital factor, and this emphasised the need for producing a cheap car. But with the coming of the horse-power tax running costs became a primary factor and purchase price took second place. There is still evidence of this in the fact that the recent introduction of the tax on petrol, without any modification of the licence duty, has slowed down purchases and has consequently slowed down production.

In the result our production is more of small cars, and of those in the lower ranges of the medium-power class than of any other kind. There are to-day some 600,000 cars registered in Great Britain. Of these the popular 12-h.p. is easily the first, and up to recently it was the only class numbering over 100,000. To-day it represents 20 per cent of the whole. The next most numerous are the 11-h.p. type, the 9-h.p., and the very popular Sevens, which mostly are of 8-h.p., are steadily creeping up until shortly they look like taking second place. But taking the whole range of cars from 7-h.p. up to 30-h.p. the small and medium types are the most numerous. Definitely, then, we are a small-car country, and the bulk of the production of three large firms, sometimes known as the Big Three—Austin, Morris, and Singer, whose combined output is variously stated at 65 to 75 per cent of the total production of our own manufacturers—is of these types. The point is of importance because motor-buying tends to categories. A man buys certainly within a price limit, but first and foremost with an eye to upkeep and running costs, and it is here, it cannot be too frequently emphasised, that the present horse-power tax has a definite and a decisive influence. So much so that it is possible to buy a British car of international reputation, of a model seven or more years old that has still years of useful life in it, for actually less than the annual tax it has to bear. It is this horse-power tax that is keeping the British market a small-car market; that is, broadly, restricting production to small cars because of the demand of the market. The industry itself has declared this again and again.

The Tax American Cars.
This question of category goes still further. America is the strongest competitor, our makers have to meet, but in all its vast production—it can turn out more a day than all our makers can do in a week—there are very few cars, perhaps two makes only, which are less than 20-h.p. Owing to the working of this category factor, these cars do not compete with the bulk of British production because, once again, of that horse-power tax. Some figures may show why this competition is in effect non-existent. Take the popular British car of 12-h.p. The annual tax is £19, insurance about a like sum. Petrol, on a basis of 7,000 miles a year, will cost about £18, and oil, say, £2, a total in necessary outlay of £40 a year. The typical American car is of 25-h.p. The tax therefore is £25, insurance about the same sum. Petrol on the same mileage basis will be about £24 and oil some £2, a total—round figures are given in each instance—of £76, or almost twice as much as the British car. This is leaving out any question of purchase price, and also any reference to depreciation, which in the case of British cars tends to a less percentage. Were purchase prices the same or of but negligible difference, those upkeep and running costs would still weigh the scales in favour of the British car.

Sympathy is due to the British motor industry in that the operation of the licence duty and now, in addition, the petrol tax restricts their energies. They make some of the best cars in the world, and their market ought to be world-wide. But what they produce, what they have to produce, is not what is required overseas. They do obtain an export trade, but it is nothing like what the quality of their products deserves. Overseas conditions demand power, simplicity of design, cooling adequate for warmer climates than we have, good ground clearance, because of road conditions, and, not least, adequate service. Power, design, cooling, clearance the British maker can give. But he would do better if he could produce in bigger quantities, and this would enable him to get up a service adequate for the circumstances. As it is, overseas buyers, as in Australia, will not look at a car spare parts for which have to be sent for from England

"SENTINELS" IN THE KHYBER.

In the spring of 1928 the section of the Khyber Railway between Landikotal at the top of the pass and Landikhana, which is on the Afghan frontier, a distance of six miles, was closed for repairs to tunnels.

During the period of the closure it was necessary to transport 2,500,000 bricks, 550 tons of cement and 2,000 tons of sand from Landikotal to Landikhana, where two tunnels were being rebuilt and extended.

The usual methods of transport in the Khyber Pass are bullock cart, donkey or camel, and the cartage of such large quantities of materials by these methods would have resulted in great delay to the repairs to the tunnels. Quite by chance, however, it was found that a transport contractor of Peshawar had a fleet of "Super Sentinels," steam wagons purchased for the Peshawar-Kabul run, but for various reasons their use was discontinued. The contractor was approached with regard to the carriage of the building material by his "Sentinels." A rate was agreed upon, and three wagons were immediately put into commission.

As the local tribesmen claim the right to take on any work in their territory themselves, it was necessary to approach the Political Department; therefore after some discussion a local Malik or Headman was nominated for the contract, which he submitted to the owner of the wagons, naturally retaining a comfortable commission for himself.

These three wagons have now been running for over six months and have given excellent service, working six days a week with occasional stops for overhauls. At all times they have each carried a full load of seven tons, and invariably have done at least three return trips of 36 miles a day. In the summer owing to longer days this was increased to four trips or 48 miles.

Their performance is all the more remarkable since the road rises 900 ft. in four miles, with a ruling gradient of 1 in 13, with many sharp bends of 30 ft. radius.

The ease with which the "Supers" are manoeuvred and controlled on the steep grades and round the sharp bends has astonished everybody and has earned for them the nickname of the "Baby Austins."

The cost of transport by means of these wagons was approximately one-third of that demanded by the local tribesmen for cartage by bullock-cart, and, of course, the work was carried out in very much less time.

when needed. But this bigger output cannot be contemplated whilst the best demand is for the small car. What has to be done must be done on the mass or quantity production system. The machine-made car, as distinct from what is sometimes termed, and it is a good term, the hand-made car, is the only one that will enable our makers to enter overseas markets in any volume.

A Stranglehold on the Industry.

It is time the industry and the Government—for Government measures do interfere with the industry's expansion—faced the situation and came to some understanding. The industry, and motoring, must not be regarded as on the luxury plane; that stage has long since been passed. There are very trying years ahead for the industry. It is estimated that by August next we shall have some 977,000 cars registered in this country; our rate of production is some 200,000 cars a year. On the basis of income it would seem that about 1,500,000 cars will be the limit of the British market. That point, at the present rate of production, will soon be reached, and production will then depend largely upon the replacement market. What, therefore, is needed if difficult times are to be avoided is a wider market, a world market. In the matter of cars, what is needed is a car, or types of car, suitable for overseas as well as at home, along with production in large quantities. To arrive at this there is urgent need to get rid of the present horse-power tax; at the best it is unfair in operation as well as acting as a stranglehold on the industry. A tax that was related to user would set up a demand for more powerful cars than the present popular small type. It would enable manufacturers to develop the bigger car as they have developed the small one. They would be enabled to enter overseas markets, and once established there an enlarged output would quickly have an effect on prices. Lower prices would further stimulate demand, and still lower prices would follow, as mass production has proved.

The British car has a reputation for quality. If whatever Government comes into power would take action on some such lines as here indicated, would give the industry elbow-room by removing these restrictions, an aggressive campaign in world markets could be begun with this quality as a sound foundation. Such action by the Government would be of more direct help than any amount of safeguarding.

SIR H. SEGRAVE'S ESCAPE.

LIFE IMPERILLED FOR LEMON SQUASH.

THRILLING RACE.

A glass of lemon squash nearly cost Major Sir Henry Segrave his life, just failed to wreck his super-speed boat, the Miss England, and almost caused his defeat by the German mystery boat, Parolo III., during the recent preliminary heat for the German speed-boat championships, being held on Lake Templin, near Potsdam.

It was warm, and both Sir Henry Segrave and his mechanic, who had started up Miss England's great

350 h.p. engine for the race, discovered that they were thirsty. Lemon squash was brought for them, the engine was stopped, and Sir Henry and the mechanic settled down to enjoy a long, cool drink, when suddenly a guttural Teutonic voice roared at them from the judge's box through a megaphone.

"One minute, before start gun goes, Sir Segrave," said the voice. After thirty seconds of scurrying haste the Miss England with a splutter and a roar made for the starting buoy where her German rival was already waiting.

Too Hasty.

The Miss England's crew had, however, been too hasty. The little auxiliary engine which is used to start the great motor had not had time enough to goad the 350 h.p. engine into besting fury, and so, when Sir Henry Segrave was well out of reach of land, the engine struck work and stopped.

"Bang!" went the starting gun, and the German boat sped away alone. Sir Henry looked after her regretfully and decided to give up the race. Not so, however, Mr. Scott Paine, the Miss England designer.

"Go on, Henry!" he said, when the boat had been brought in again. "Have another crack at her. You may catch her yet."

"Right-o!" said "Henry" and when the engines were at last set going the Miss England roared out once more, flashed past the starting buoy, and before the Parolo had completed the third lap, passed her again. The boats were both speeding away on the fourth and last lap of the race, when suddenly an agonised "OR!" went up from the crowd of spectators.

Distant Spect.

A motor yacht skipper, seeing the Miss England a tiny white speck in the distance, had thought

there was plenty of time for her to get across the course. Sir Henry saw her just in time, swerved dangerously, and missed her by the narrowest of margins. Not more than five yards separated the boats from collision and their occupants from certain death. Sir Henry passed the winning post a quarter of a lap ahead of his rival, having taken ten minutes less than the German boat.

Sir Henry won all five of his heats, and thus won the German championship trophy.

Mr. Bomford, the other English competitor, in his outboard motor boat, Sen Hopper, constructed at a cost of £100, won five races in the outboard class, but lost the others to the German boat Hal. He is, however, sure of securing the outboard trophy on account of the aggregate number of points accumulated by him in his previous victories.

BY AUTO TO FUJI.

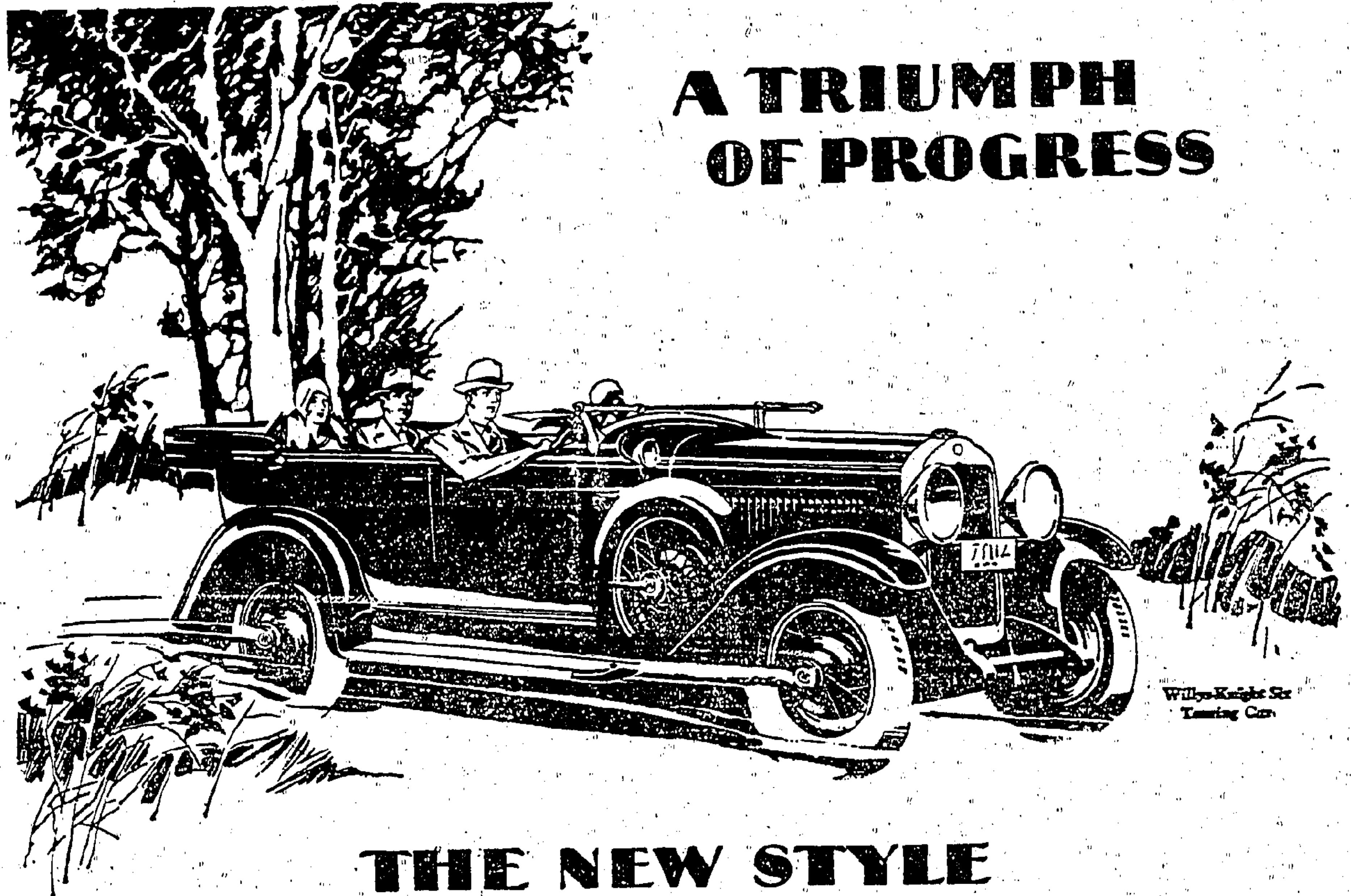
MOTORING ACTIVITY IN JAPAN.

("D.P." Special Service.)

Tokyo, July 13.

Thousands of Japanese and many foreigners are climbing Mount Fuji, Japan's famous "sacred mountain" by automobile this summer. A new motor service has been opened from the Asama Shrine, near Yoshida, at the base of the mountain, to Nagashino, on the lower slopes. This leaves only a seven-mile climb to the top and makes the ascent much easier than in former years.

The Fuji climbing season opened on July 1, 10 days earlier than usual.—United Press.



THE NEW STYLE WILLYS-KNIGHT SIX

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The largest, most beautiful and most powerful Willys-Knight-engined car ever offered at so low a price.

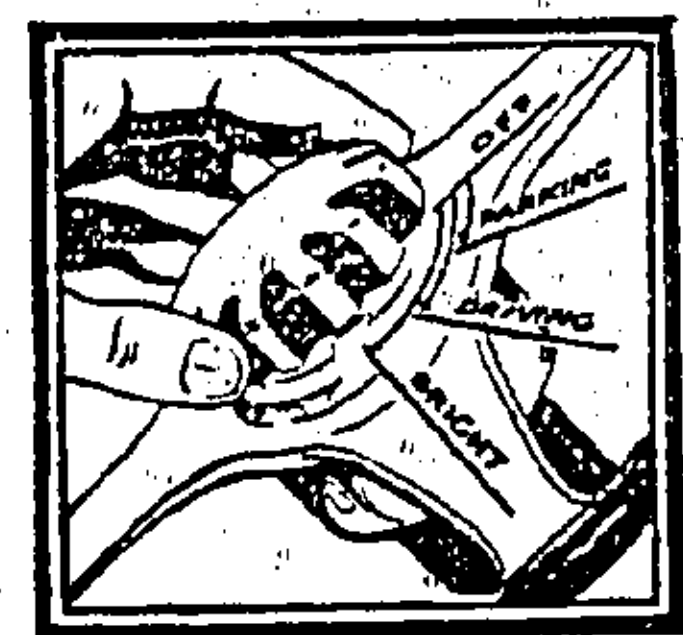
THERE are thousands of motorists who have always desired a Knight-engined car but until now have been restrained by the necessarily higher cost of its superior power plant. By them this stylish new Six is welcomed as history's finest Willys-Knight value.

By present Willys-Knight owners, the new car is acclaimed as still further proof of Willys-Overland's constant progress in engineering, body design and refinement of detail.

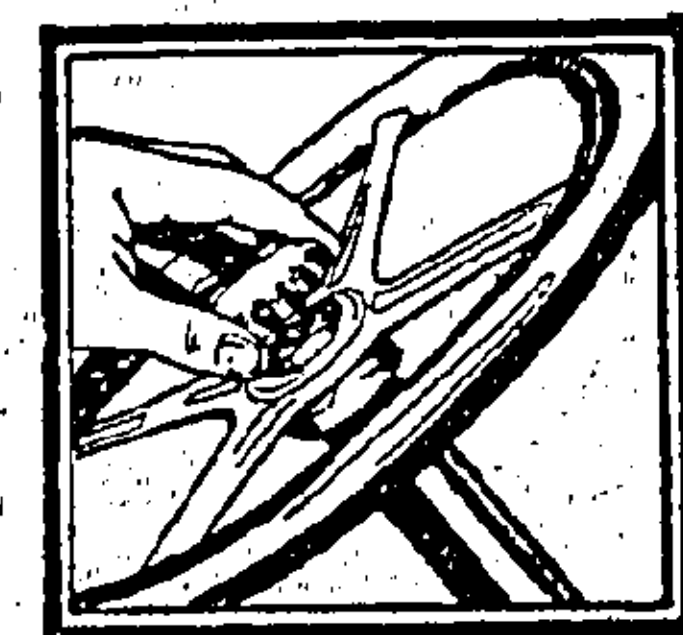
Fashioned to the minute, the new Willys-Knight Six is distinguished by sweep and verve of line, harmony of colours, perfect symmetry and proportion that make it the outstanding creation of today's style specialists.

And, of course, the new Willys-Knight Six is notable for the velvet smoothness, silent power, rugged stamina, sustained high speed, flashing activity, marked economy and increasing efficiency which have won for the patented double sleeve-valve engine its high regard with the world's most experienced motorists.

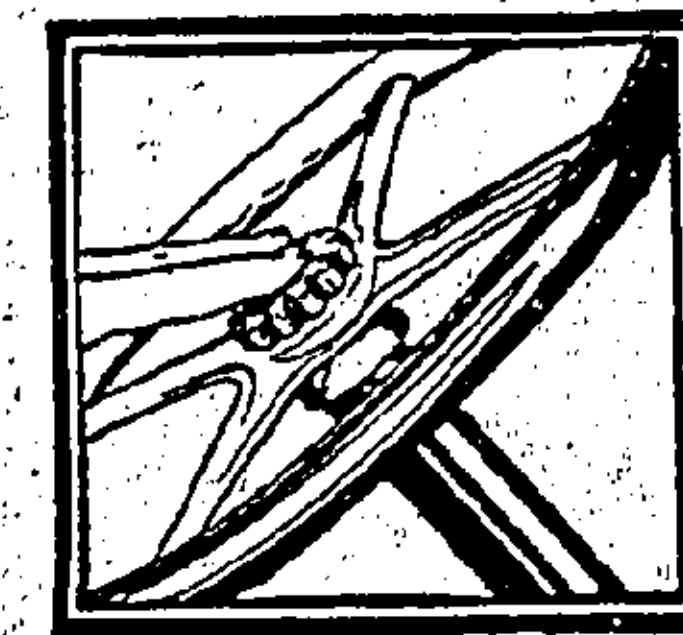
Your nearest Willys-Overland dealer will gladly arrange a demonstration of the new style Willys-Knight Six at any time suitable to your convenience.



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Pull button for lighting



Pull button up
to start motor



Push button down
to second gear

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GAUZE ... \$3.00 Each.
AERTEX ... \$3.75 "
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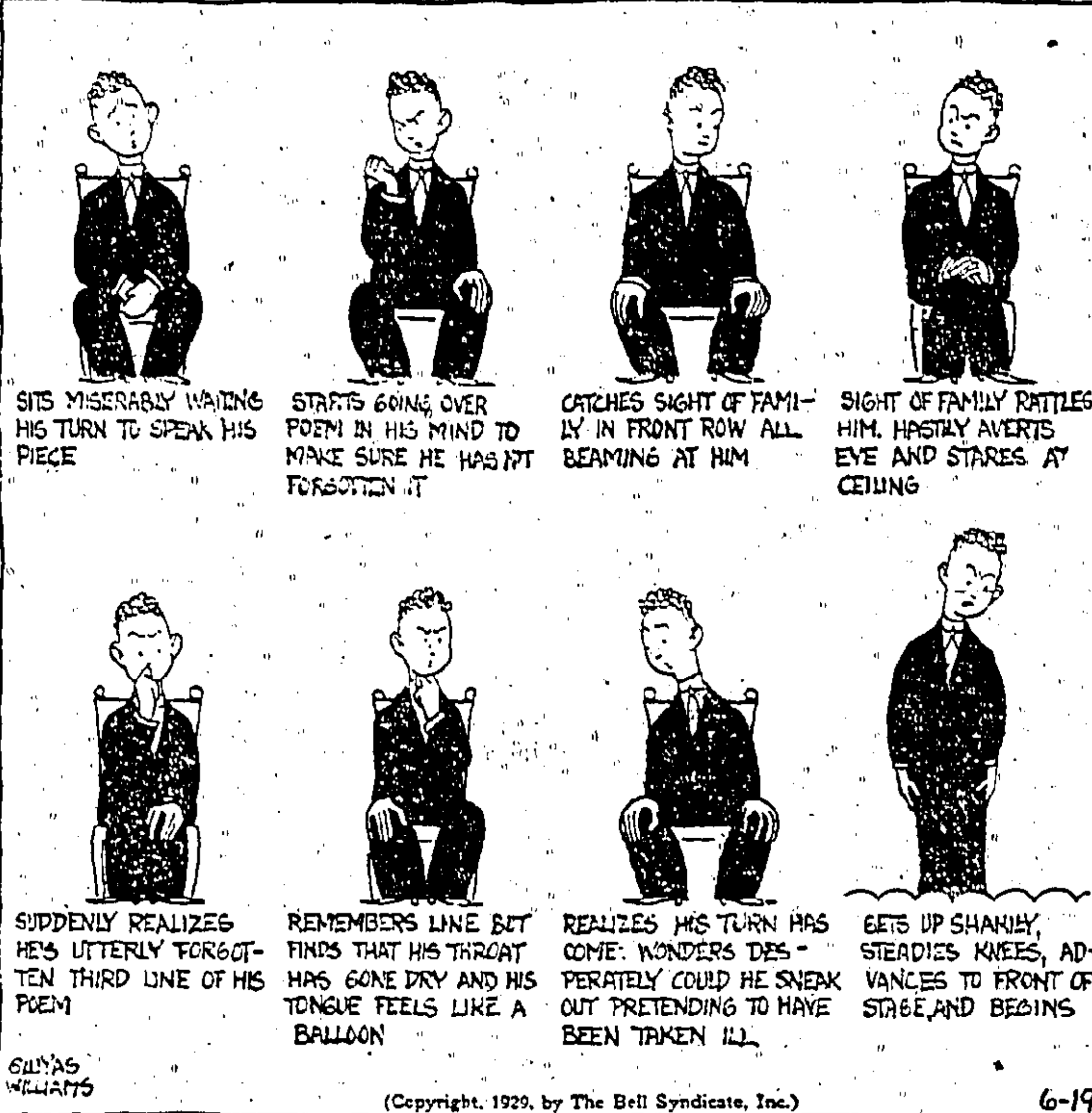
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HONG KONG.

PRIZE SPEAKING

By GLUYAS WILLIAMS



GLUYAS WILLIAMS

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6-19

RESTRICTIONS MUST CONTINUE.

AN EXTRA 37 MILLION GALLONS YESTERDAY.

THE TARIFF FOR YOUR WATER.

LEGISLATIVE COUNCIL'S NEW REGULATIONS.

Regulations to be introduced into the Legislative Council to-day include the imposition of a price of 75 cents per 1,000 gallons for the Peak and 50 cents per 1,000 gallons in other parts of the Island. Excess consumption will be charged even higher, except in special cases mentioned.

Penalties for wasting or polluting water are also heavily increased. The whole object is to reduce consumption.

Our representative was informed yesterday that while the Government were closely watching the situation, it was impossible as yet to relax restrictions. The reservoirs are still extremely low and much more rain is needed before an increased supply from the mains can be allowed on the Island. At the present rate of consumption there is only enough to last till the end of the year.

WHAT YOUR WATER WILL COST.

NEW REGULATIONS.

TO REDUCE CONSUMPTION.

At to-morrow's meeting of the Legislative Council the measure, already announced, to abolish the free allowance of water will be introduced and when passed the following regulations will be put into force.

Schedule of Prices.

The price of all filtered water supplied by meter shall be seventy-five cents per thousand gallons in the Peak District and fifty cents per thousand gallons in all other parts of the Island of Hong Kong.

The price of all excess consumption in the case of filtered water shall be one dollar and seventy-five cents per thousand gallons in the Peak District and one dollar and twenty-five cents per thousand gallons in all other parts of Hong Kong.

In the case of filtered water supplied by meter to hospitals or charitable institutions no price shall be charged in respect of the quarterly amount and the price of all excess consumption shall be seventy-five cents per thousand gallons.

For water supplied by meter to naval establishments the price of filtered water shall be seventy-five cents per thousand gallons, and of unfiltered water thirty-five cents per thousand gallons.

Any special price hitherto charged for filtered water supplied by meter to military establishments shall remain in force.

Outlying Districts.

In the case of filtered water supplied by meter at Aberdeen, Apichau, and Shauiwan no price shall be charged in respect of the quarterly amount, and the price of all excess consumption shall be seventy-five cents per thousand gallons.

The price of all unfiltered water supplied by meter at Pokfulam, Repulse Bay, Stanley, and Tai Tam, and elsewhere except at Tai Po or Fanling, shall be fifty cents per thousand gallons.

The Mainland.

In the case of filtered water supplied by meter in Kowloon or New Kowloon no price shall be charged in respect of the quarterly amount and the price of all excess consumption shall be seventy-five cents per thousand gallons.

The price of all unfiltered water supplied by meter at Tai Po shall be thirty-five cents per thousand gallons. The price of all unfiltered water supplied by meter at Fanling shall be one dollar per thousand gallons: provided that the special price hitherto charged for water supplied to the Royal Hong Kong Golf Club at Fanling shall remain in force. The price of all water supplied by meter to shipping direct through pipes on wharves or piers, or to water boats, shall be two dollars per thousand gallons, and the price of all water supplied by meter to shipping otherwise than direct through pipes on wharves or piers shall be four dollars per thousand gallons.

For Builders.

The price of all water supplied by meter for building purposes shall be two dollars per thousand gallons. This regulation shall have effect only in respect of water supplied by meter in the third quarter of 1929, and for the purpose of this paragraph the word quarter with reference to any particular meter shall be construed as meaning the period between two consecutive readings of the meter as provided by Regulation 7 of these regulations for the purpose of calculating the quarterly consumption.

OBJECTS AND REASONS.

The Objects and Reasons as explained by the Attorney-General (Sir Joseph Kemp, K.C.), state that the main object of this Ordinance is to facilitate the temporary abolition of what is

known as the "free allowance" of water. The abolition of the "free allowance" will actually be effected by regulation. The sole aim of this proposed legislation is to check consumption during the present very serious shortage of water.

The quarterly allowance is the so-called "free allowance." Section 2 of this Ordinance substitutes the term "quarterly amount" because "allowance" suggests the present "free allowance" and that is to be abandoned temporarily.

It is obvious that the meters throughout the Colony cannot possibly be read on the same day, and the regulations provide that the reading may be taken on any day not more than ten days before or after the calendar date of the commencement of the quarter. Accordingly, the meter reader's quarter for any particular tenement may be longer or shorter than the calendar quarter, but a long quarter is always balanced later on by a shorter quarter because the last reading of any one quarter must be taken as the first reading of the succeeding quarter.

The Street Fountains.

Section 6 of this Ordinance amends the regulation-making section of the principal Ordinance in two ways. In the first place it abolishes the present maximum price for water supplied by meter. In the second place it gives the Governor in Council a wide power to make regulations for the purpose of controlling the persons who resort to the public fountains. For example, in a time of shortage such as the present, it may be desirable to assign particular public fountains to particular blocks of buildings and to exclude persons from outside areas. It might also be desirable to introduce some system of rationing. It is also desirable to be able to give powers to police officers and others who may be stationed at public fountains.

Penalties Increased.

Section 7 to 13, both inclusive, of this Ordinance amends the various penalties under the principal Ordinance. Some of the penalties in the principal Ordinance appear to be too small. For example, the maximum penalty for wilful waste of water, however much water may have been wasted, is only \$25.

Again, the maximum penalty for negligently polluting the waterworks by "any foul liquid gas or other noxious or injurious matter" is only \$100, and even for wilful pollution of this nature the maximum is the same. In the second place, the maximum penalties seem to be unnecessarily varied. The amending sections of this Ordinance make the maximum penalty in any case \$250 which is now the standard maximum for summary offences. In the two cases where a daily penalty is provided in the principal Ordinance this Ordinance makes the maximum \$25 a day.

Section 14 of this Ordinance gives power to make the temporary abolition of the "free allowance" apply to the current quarter, and it makes it clear that what is meant is the current meter reader's quarter.

(Continued on Page 8.)

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HUMOUR: ANCIENT AND MODERN.

A small boy was eating Jello. "For the first time since I've dined at this restaurant the charge is reasonable," said the guest. "Reasonable?" echoed the waiter, surprised. "I had better have another look at the bill. There must be some mistake."

James: "Papa, I ain't got no butter."
Papa: "John, correct your brother."
John (looking over at James's plate): "Yes, you is."

Holiday Maker (leaving crowded boarding house): "I admit I don't object to sleeping in the breakfast room, but really I think you're going a little too far when you charge me extra for breakfast in my bedroom!"

A little boy from the city was visiting his grandfather in the country. One afternoon they were strolling through the woods when the child stooped and picked up something. "What have you got there?" Grandfather asked. "I don't know," Jimmie replied, "but it looks to me like a nut with its hat on." In his chubby fist he was holding an acorn.

"That is a skyscraper," announced the guide. Old Lady: "Oh, my! I'd love to see it work!"

On the road to Mossel Bay a motorist had occasion to crawl under his car to do a small repair. A herd of cows came by in charge of a boy.

As the last one passed the car the boy called out: "All right, mister, you can come out. They won't hurt you now."

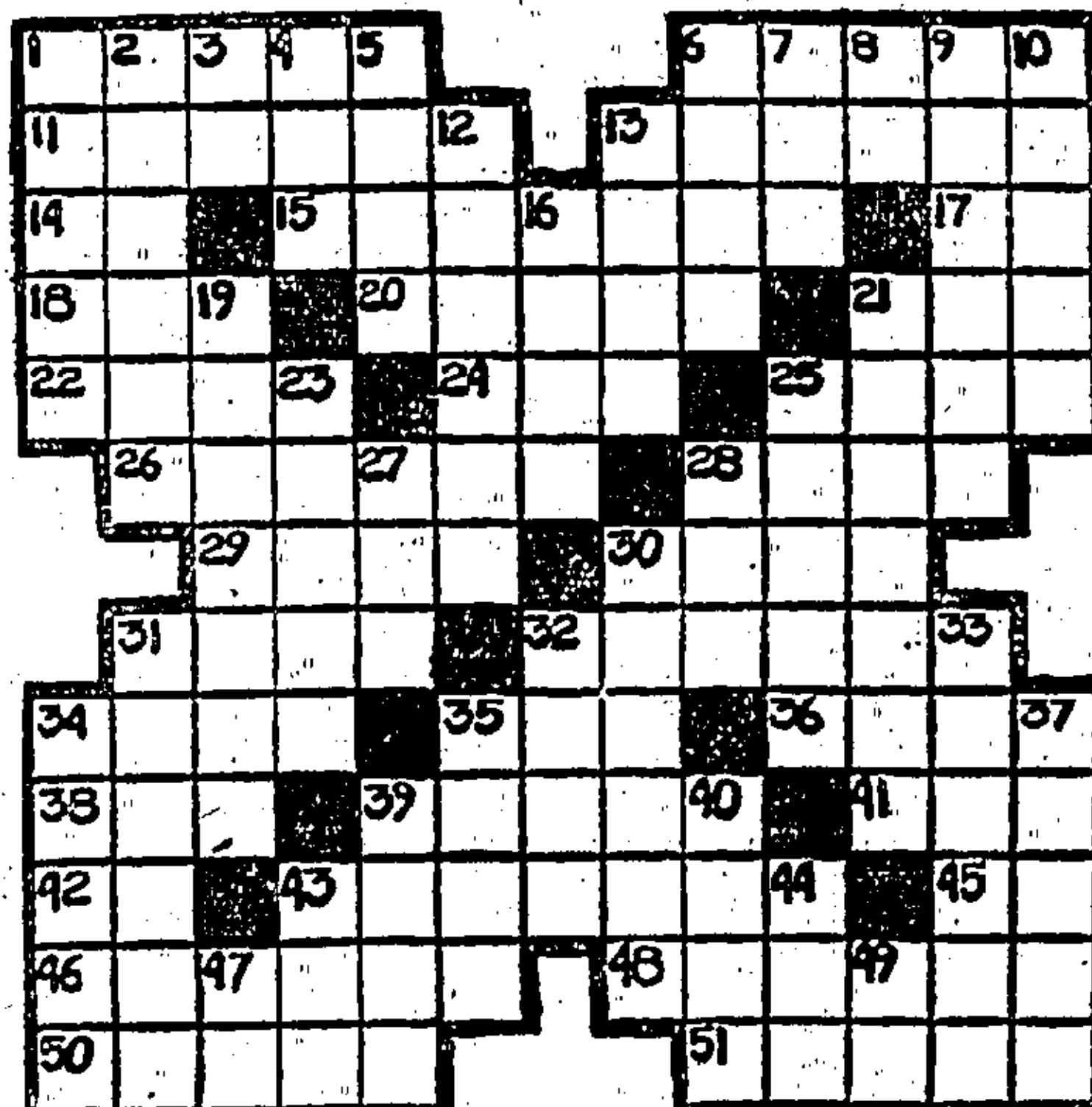
Blink: "He's an interesting talker."

Jinks: "Yes, he is, as full of stories as a skyscraper."

"How is your husband getting on with golf?"

"Oh, very well indeed. The children are allowed to watch him now."

CROSSWORD PUZZLE.



Horizontal.

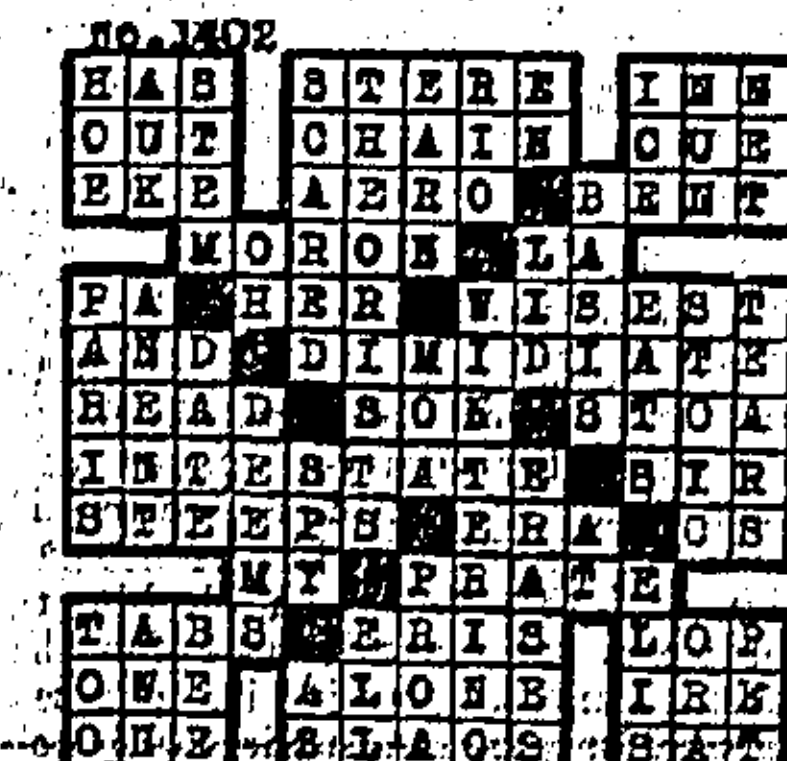
- 1.—Sharp.
- 5.—Happiness.
- 11.—Those who lasso.
- 13.—Vile person.
- 14.—Printer's measure.
- 15.—Nickel.
- 17.—Correlative of "either."
- 18.—Insect eggs.
- 20.—Compass.
- 21.—Part of "to be."
- 22.—Pain.
- 24.—Sheep.
- 25.—Ran away.
- 28.—Capital of New South Wales.
- 29.—Spasms.
- 29.—To peruse.
- 30.—Father.
- 31.—Ostentatious display.
- 32.—Guides.
- 34.—Tune.
- 35.—Afternoon party.
- 38.—Third son of Adam.
- 39.—Small compact mass.
- 39.—To bombard.
- 41.—Piece for two.
- 42.—By.
- 43.—Expressed gratitude.
- 45.—To act.
- 46.—Territory.
- 48.—Dull.
- 50.—Idler.
- 51.—Songs for three parts.

Vertical.

- 1.—Place for combats.
- 2.—Humorous actors.
- 3.—Above.
- 4.—A number.
- 5.—God of love.
- 6.—Brought up.
- 7.—Preceded.
- 8.—Pronoun.
- 9.—Tallies.
- 10.—Swamp.
- 12.—Packed away.

- 13.—Caprice.
- 16.—Plastic earth.
- 19.—Name of a gland.
- 21.—Changed.
- 23.—Dropsy.
- 25.—Blazes.
- 27.—Brief slumber.
- 28.—Expression of disapproval.
- 30.—Stems.
- 31.—One who talk idly.
- 32.—Observed.
- 33.—Artist's workshop.
- 34.—Recompense.
- 35.—Conjunction.
- 37.—Head coverings.
- 39.—Foot covering.
- 40.—A Latvian.
- 43.—A metal.
- 44.—A beetle.
- 47.—Boxing match.
- 49.—Symbol of lithium.

YESTERDAY'S SOLUTION.



A FIGHT IN THE MOUNTAINS.

BRIGANDS BAFFLE CANTON TROOPS.

BREAK THROUGH STRONG CORDON.

[FROM OUR CHINESE CORRESPONDENT.]

CANTON, July 16. A sharp fight took place on Monday night in the mountains near Sheklung between a strong force of bandits and soldiers of the 6th Regiment of the 1st Division, under Colonel Wong Yuen Ching. The bandits numbered some 300 men, well armed and disciplined, being mostly ex-soldiers. They were led by the notorious Lan Tau Fat, and have been spreading death and devastation over a wide area for months past. The outbreak of the war gave them their chance and they have taken advantage of the withdrawal of the usual garrison to raid not only villages but fair sized towns.

A NIGHT ATTACK.

Information was received at Sheklung that the gang were hiding in an isolated mountain village named Shek Wao, and Colonel Wong at once sent off two strong detachments to the nearest point by rail. The troops detained at about two in the morning and advanced against the outlaws from three directions. The soldiers came upon the band just as they were setting out on some marauding expedition and a stern struggle started.

A summons to surrender was answered by a volley to which the troops vigorously replied. The brigands occupied a strong natural position and had dug themselves in, so for a time no progress was made. The attackers, after about an hour, were reinforced by more troops who brought up machine guns and a number of field pieces. But even the artillery made very little difference and the rebels continued to hold out, despite heavy shell fire, until their ammunition was nearly exhausted.

SUCCESSFUL CHARGE.

At about seven in the morning they attempted desperate measures. A village was fired, and, seizing with considerable skill a weak spot in the surrounding cordon the gang made a sudden charge, broke through and escaped.

Only about twenty were killed and the same number captured and sent to Canton for trial. The most satisfactory part of the affair was the release from the brigands' abandoned stronghold of a large number of unfortunate captives held to ransom.

Meanwhile the troops are searching the mountains in the hope of rounding up more of the gang. The village that was fired was razed to the ground and about a thousand people rendered homeless.

FLOODS IN KWANGTUNG.

RICE FIELDS BADLY DAMAGED.

[FROM OUR CHINESE CORRESPONDENT.]

CANTON, July 16. While Hong Kong is suffering from water shortage, the Canton delta is flooded. Rain has of late been excessively heavy and large areas of rice fields in the East and West River districts are submerged and the crops have suffered. At Sheklung the East River is inundating numbers of villages and vast patches of rice fields on either side. Even the streets of the city are partly under water. A merchant who has just come from there informed the writer that trade is almost at a standstill and merchants are moving their wares to the first floors, or to the attics to keep them from being saturated and spoiled. The water in several streets is knee deep, and still rising.

According to the Kwangtung Conservancy Works, the West and North Rivers rose on July 13 from 20.5 to 21.7 feet and from 8.9 to 9.1 feet respectively. The East River has also risen greatly during the past few days, but no exact data is available.

TANG CHAK YU REFUSES OFFICE.

The Wah Te Tai Pao states that Mr. Tang Chak Yu has refused to take up the post of member of the Kwangtung Reconstruction Department.

BRITISH LOCOS FOR CANTON.

ORDER FOR THREE PLACED.

TO MAINTAIN IMPROVED SERVICE.

[FROM OUR CHINESE CORRESPONDENT.]

CANTON, July 16. The Chinese section of the Canton-Kowloon Railway has signed a contract with a British firm for the purchase of three locomotives at the cost of about \$30,000 Hong Kong currency each. These locomotives will be of the most modern and up-to-date type, and similar to those in use in England. They will be capable of attaining a speed of more than 30 miles an hour over smooth areas.

Mr. Lau Kok Ho, Manager of the permanent way, said that the purchase is absolutely necessary if good service is to be maintained. The Chinese section is in possession of only a few locomotives, and they are by no means the best. The Railway authorities propose to pay for the three locomotives by instalments from the proceeds of the line.

FORMER FRIEND OF DR. SUN YAT SEN.

HESITATES TO TAKE OFFICE.

[FROM OUR CHINESE CORRESPONDENT.]

CANTON, July 16. General Chen Ming Shu and Chen Tsai Tong and other members of the Canton Government are most anxious to have Mr. Tang Chak Yu as Minister of Reconstruction, to which post Nanking appointed him. The two Chens, accompanied by Admiral Chen Chak and Mayor Lin Wan Koi, especially went to Hong Kong by the gunboat Chungshan on Monday to urge Mr. Tang to take office. General Chen Ming Shu has repeatedly told the Press that he as well as the Nanking Government desired the co-operation of Mr. Tang, whom they regard as a learned and faithful member of the Kuomintang and a follower of the late Dr. Sun for over 20 years. But so far Mr. Tang Chak Yu has showed no inclination to accept the post, saying that he is too old for the job.

Admiral Chen Chak was also on his way to Nanking where he will attend the Naval Conference now being convened at the capital. He will report on the war against the Kwangsi clique and on the needs of the Fourth Squadron, which he commands.

The two Chens and Mayor Lin will be returning to Canton in the course of the next few days, and expect to bring back Mr. Tang with them.

"A THIEF IN THE DARK."

SEANCES, SPOOKS, AND STUPIDITY.

[BY OUR FILM CRITIC.]

If you can make up a party of young friends who laugh easily and heartily I should advise a visit to the Queen's today to see "A Thief in the Dark." It is a carefully constructed film which will probably neither mystify nor amuse if you go alone. Presumably such films must be made to fill up time between the big productions, and, unfortunately, owing to the block booking system, they have to be shown.

The best thing in the picture is the scene in the circus, near the beginning, where the expressions of the audience give a promise of something considerably better than what actually follows. Marjorie Beebe as the maid is the most interesting personality in the cast, and unless she is given too many parts of the same sort she may become an actress whose name will be looked for on the hoardings.

The story is, in brief, that a gang of circus performers give fake seances during which they obtain information which enables them to rob the inhabitants of each town in which they erect their tent. Their attempt to steal the jewels of an eccentric old gentleman who with a pretty niece, lives in an isolated house, is the main plot. The passages, takes up the major part of the film.

YOUNG GIRLS ON FACTORY NIGHT SHIFT.

REVELATIONS IN ANOTHER MUI TSAI CASE.

WORK FROM 8.30 P.M. TO 7.00 A.M. AND 35 CENTS PAY.

That young girls of 15 are at work all night—week in, week out—at a Hong Kong factory was revealed in a case which came before the Kowloon Magistrate yesterday.

A *mui tsai* had taken complaints of ill-treatment to the Police and the girl's owner, was charged with ill-treatment. The defendant's husband had been banished for trafficking in women.

A Chinese *mui tsai* owned by a widow living at To Kwai Wan, recently made a complaint to the Police of ill-treatment and her case was taken up by the Secretariat for Chinese Affairs, who took proceedings against the mistress. This woman appeared before Mr. T. S. Whyte Smith at Kowloon Magistrate yesterday on charges of ill-treating and failing to provide for her *mui tsai*, as she would do for her own daughter.

Mr. H. R. Butters, of the S.C.A., prosecuted, and the woman pleaded not guilty.

The Girl's Story.

Outlining the case, Mr. Butters said that the girl made her complaint at the Police Station on July 4 and stated that she had been ill-treated and refused food for a whole day because she had broken an earthenware bowl. From the beginning of the year until July 3rd, the girl had been made to work at the Soong Ka Ting Knitting Factory from 8.30 p.m. until 7 a.m. the next morning, for a sum of 35 cents a night.

In addition the girl was made to do domestic work in the house during the day and she only slept at such short intervals as she could snatch during the day. She did not receive the money which she earned, but this was collected each pay day, by the daughter of her mistress. The girl was only 14 or 15 years of age, having been sold to defendant at the age of eleven. As to the question of whether she was not a *mui tsai*, Mr. Butters said that he had definite evidence.

On August 27, 1925, the head district watchman of the S.C.A. Office raided the premises at No. 27-29, Portland Street, 2nd floor, and a Chinese by the name of Chu Hoi Kwong was arrested and charged with trafficking in women. He was subsequently banished from the Colony. This banishment was the husband of the defendant. Certain documents were found at the premises among which was one purporting to be the deed of the sale of the complainant by her parents to defendant and her husband for \$250.

What is a Child?

Mr. Butters referred to the Industrial Employment of Children Ordinance and quoted a section which stated that no child could be employed at work during the hours from 7 p.m. to 7 a.m. It was left, however, in the Ordinance, for the Magistrate to decide whether the person could be called a child. The Ordinance mentioned "under the age of 15 years."

Continuing, Mr. Butters said that the child was examined by Dr. Thomas but no obvious marks of ill-treatment could be found, nor were there signs of ill health. However, he did not submit that there had been gross cruelty, but he would submit that working 10½ hours each night was too much for a young girl. She certainly did work these hours and the factory manager could be called to clear that point. Such treatment was liable to injure her health and there was no sense in waiting until the health of the child had been permanently impaired before proceedings were taken.

His Worship in reply remarked that he thought the conditions in the Ordinance were sufficient to cover the present case.

Night Shift 12 Times a Fortnight.

Evidence was then given by the complainant who said that she had been beaten when she made any slight mistake, and on the occasion when she broke the earthenware bowl she was refused meals that evening and again the next morning. Referring to her work, the girl said that she worked at the Knitting Factory every night except on the fortnightly pay day, when the daughter was sent to collect her wages. She never saw the money for which she worked.

During the day she was made to do all the work in the house and carry water.

Evidence was also given by Dr. G. H. Thomas, who said that he examined the girl but could find no marks of ill-treatment nor that the girl was in a bad state of health.

Defendant called a neighbour who said that she did not think the complainant had been ill-treated. The daughter of the defendant also worked at the factory and supported her mother with her money.

In a British Colony!

His Worship addressing Mr. Butters remarked that the Court must not let themselves be carried away by the complaints of the girl. "One hears a good deal about cruelty," said His Worship, and then commented on the weakness of the case.

It was absurd, of course, according to the Western ideas to permit a child to work from 8.30 to 7 a.m. Such sort of thing would not be tolerated for a moment. But here one did see numbers of children working hard in the streets at all sorts of hours, and the case could not be looked at in the same light when one took Chinese customs into consideration.

Mr. Butters replied that he would submit that this was a British Colony and that Western standards were being gradually introduced and had been established by the Ordinance. He thought that the spirit of the Ordinance covered the present case.

His Worship replied that Mr. Butters had no doubt seen and heard many cases of hardship and overworking of children similar to this case.

Mr. Butters retorted that the mere fact that these things happened did not condone them. The girl had been treated as nothing less than a slave, and she had worked entirely for the benefit of someone else.

Accused's Daughter at Same Job.

His Worship intimated that he would like the opinion of some expert on Chinese customs and suggested a member of the Chinese Chamber of Commerce should be called to give an opinion with regard to the conditions of life among young people like the complainant. He considered that there was insufficient evidence. If he was to convict he must hold that the defendant had not treated the complainant like her own daughter, who it had been revealed also worked at the factory. Morally the ill-treatment had been meted out to each.

Mr. Butters replied that the daughter was younger than complainant and if she had been working all night an action would be brought against the factory. He added that a look at the two girls would decide the difference in their bodily welfare.

A Question of Over-Working.

His Worship replied that the case appeared to be a question of over-working rather than ill treatment or failure to provide for the girl. He would like, before giving his decision, to hear the opinion of an expert, perhaps the Medical Officer of Health. Dr. Thomas evidence had been very useful as far as it went, but it pertained to the complainant only.

Views of local conditions and customs must be given and the Medical Officer of Health could give his opinion of the effect of work on a girl in such circumstances. It was a very important question and he did not wish to act hastily.

However, he held that the girl was over age and would be permitted, by the Ordinance, to work in a factory.

The Magistrate then adjourned the hearing until 10.30 a.m. on Saturday, July 20.

DUTCH BANK SUED.

CLAIM FOR STATIONERY AND PRINTING.

OFFICE BOY ABUSES HIS TRUST.

At the Summary Court yesterday before the Puisne Judge (Mr. Justice Wood), the manager of the Ban Bund firm of printers sued the Netherlands Handel Maatschappij for \$144.30, cost of goods sold and delivered between February and June this year.

Plaintiff conducted his own case, and Mr. Kwok, appearing for the defendant Bank, put forward the defence that his clients did not order the goods.

The plaintiff's case was that his salesman, contracted with the No. 1 office boy of the defendant firm to handle their printing and stationery supplies. The orders were given verbally by the office boy, and the goods were delivered to him at the Bank over the counter. Receipts bearing the signature of a European were given, but this had been returned to the Bank, through the office boy, with the monthly bills for checking purposes.

Plaintiff said that he had written three letters to the Bank pressing for payment, but had received no reply. He then saw Mr. Caron personally and was told that they had paid the office boy money to purchase the goods. The office boy had left the Bank on June 4 and his whereabouts were not known.

Bank Cashier's Evidence.

Mr. L. J. J. Caron, assistant cashier of the defendant Bank, stated in the witness box that the goods and accounts had been received by the Bank. Witness said that it was the custom of the Bank to ask their No. 1 office boy to have their odd printing jobs done. It was left to him to place the orders with any firm he liked, and payment was made to him when the goods were delivered. No account was kept, as the amounts were small, and payment was made in cash. Witness denied that he or any other Bank official signed receipts for the goods. He had not seen any receipts attached to the accounts.

Witness further stated that the office boy had no authority to pledge the Bank credit. The said office boy was dismissed early in June because of his laziness.

Cross-examining the witness, plaintiff produced two orders for rubber stamps given by the Bank. Mr. Caron said that the Bank continued to deal with the plaintiff after the office boy had gone. Witness admitted the Bank's liability for goods, costing \$120.

Laxity On Both Sides.

His Lordship expressed the view that had both parties been a little more careful these things would not have happened. Although the balance of sympathy on the whole was with the plaintiff, His Lordship could not give judgment in his favour, except for the cost of the two rubber stamps which appeared in the statement of claim. Plaintiff was, therefore, given judgment for \$120.

On hearing the judgment, the plaintiff sought permission to make a statement. This being granted, he pointed out that the receipts purporting to bear the signature of a European were given by the office boy over the Bank counter. There was therefore no reason to doubt that they were not genuine receipts of the Bank. His Lordship told plaintiff that the Court had no control over the fraudulent acts of third parties.

A SIMILAR CASE.

WANCHAI FIRM VICTIMISED.

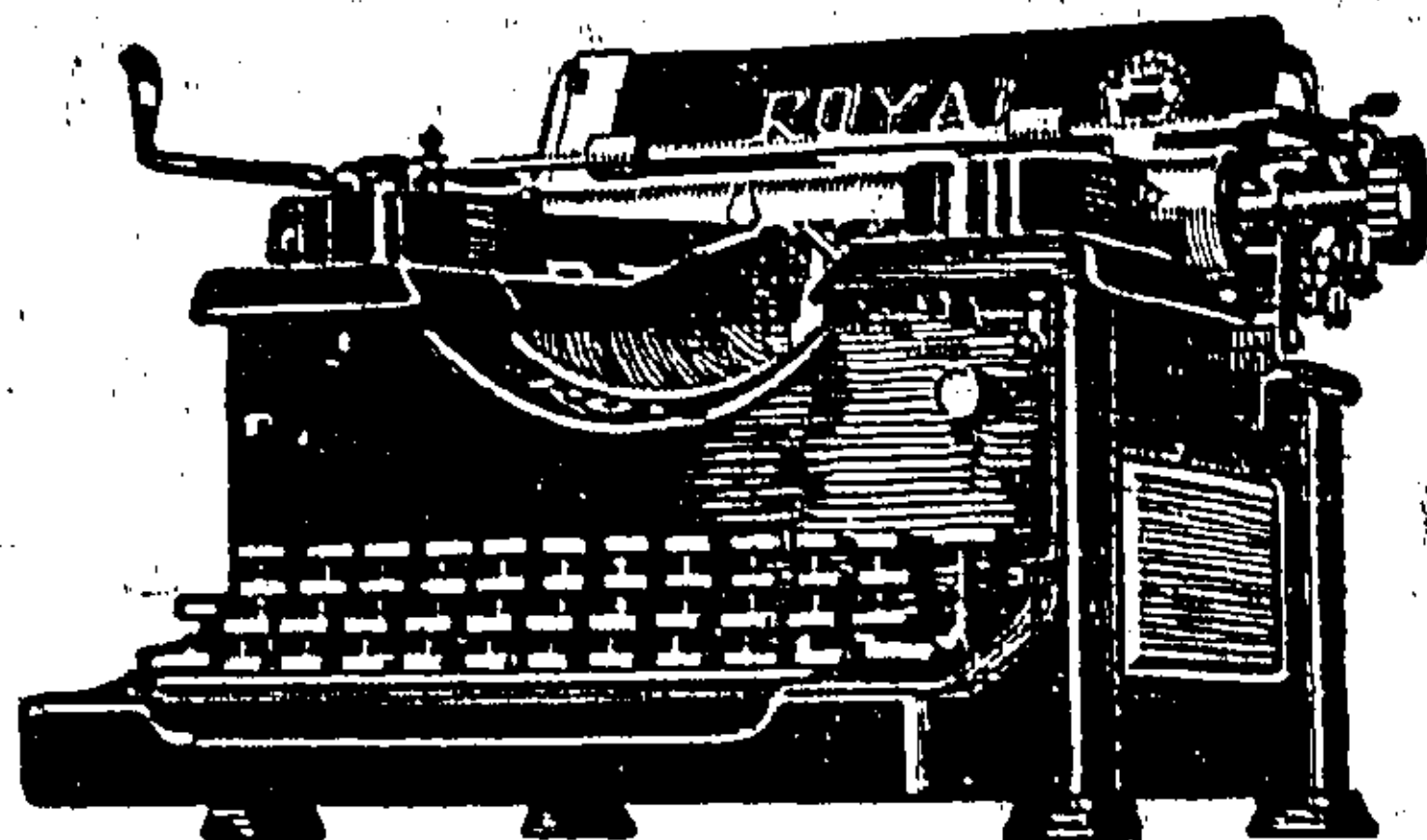
A case having points of similarity with the above was decided in the forenoon. Both parties were Chinese firms in Wanchai, and the claim amounted to \$28.11 for goods supplied.

The manager of the plaintiff firm stated that a paper was received with the chop of the defendant firm asking for certain provisions to be supplied to a third party. This was done, but the third party could not be found for recovery of the money, although there had been other dealings which had been settled.

Mr. F. X. d'Almada, jun., for the defence, replying to his Lordship, said he did not want to say anything.

His Lordship gave judgment for the defendant firm with costs, holding that they had only acted in the capacity of introducing business.

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(In Liquidation).

NOTICE.

THE SHARE REGISTER will be RE-OPENED FROM 12th to 27th JULY inclusive. On the latter date the REGISTER will be FINALLY CLOSED.

F. N. MATTHEWS, s.c.,
B. MONTGOMERY WEBB,
Liquidators.
Room 344-B, Sassoon House,
Shanghai, 12th July, 1929. [8118]

THE HONG KONG LAND INVESTMENT & AGENCY COMPANY, LIMITED.

AN INTERIM DIVIDEND of TWO DOLLARS Per Share for the Six Months ending 30th JUNE 1929, will be Payable on FRIDAY 2nd AUGUST on which DATE DIVIDEND WARRANTS may be obtained on Application at the Company's Office, 3, CHATER ROAD.

THE TRANSFER BOOKS of the Company will be CLOSED FROM SATURDAY the 30th JULY, to THURSDAY the 1st AUGUST (both Days inclusive), during which Period No Transfer of Shares can be registered.

By Order of the Board of Directors,
L. S. GREENHILL,
Secretary.
Hong Kong, 16th July, 1929. [8118]

RAUB AUSTRALIAN GOLD MINING CO., LTD.

DECLARATION OF DIVIDEND.

THE Directors of the above Company will recommend at the forthcoming ANNUAL GENERAL MEETING, Payment of A FINAL DIVIDEND of 1/- Per Share and A BONUS of 6/- Per Share on account for the Year ended MARCH 31st, 1929, Payable to Shareholders on the SINGAPORE REGISTER on AUGUST 10th, 1929.

THE SINGAPORE SHARE TRANSFER REGISTER will be CLOSED FROM JULY 27th to AUGUST 10th inclusive. [8106]

PEACE MEMORIAL SCHOLARSHIPS.

CHANGE OF EXAMINATION.

BY virtue of the Powers conferred on them in Article 4 of the Trust Deed, the Trustees of the Peace Memorial Scholarships have made arrangements whereby the examination for these scholarships shall henceforward be the School Certificate Examination of the University of Cambridge. The Examination Syndicate of Cambridge University has undertaken to make the recommendations for the award of the scholarships on the result of the school certificate examination to be held in December, 1930.

The list of examination subjects to be taken by candidates eligible for the scholarship of which THREE will be completed for, in December, 1930, is as follows:

- Group I.
Subject: 2—English.
4—Geography.
Group II.
5—Latin together with one other language.
Group III.
12—Elementary Mathematics together with two of the following:
14—Chemistry.
15—Physics.
16—Botany.

Candidates for these Scholarships are required to fill in a SPECIAL APPLICATION FORM in addition to the usual Examination Entry Form. The necessary forms and any further information with reference to these Scholarships may be obtained from the Local Secretary, Cambridge Examination Syndicate, Public School for Boys, Shanghai.

H. E. ARNOLD,
S. M. EDWARDS,
Trustees, Peace Memorial Scholarships.

Council Chamber,
Shanghai, 17th May, 1929. [5098]

"PEAK MANSIONS."

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Five-Roomed and Six-Roomed APARTMENTS with all Modern Conveniences, Drying Rooms and Out-houses, Two Lifts.

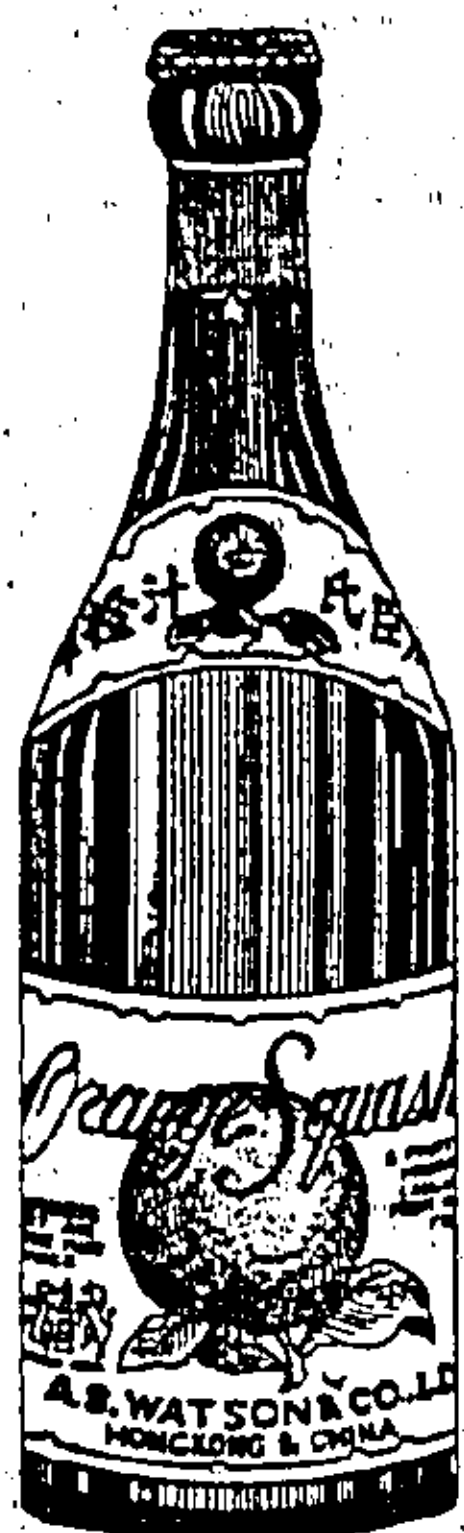
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CREDIT FOUNDER
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Made from

CALIFORNIAN ORANGES

This Squash is made from Ripe Fruit; Pure Cane Sugar and Aerated Water only is added, resulting in a Perfect Beverage.

A. S. WATSON & Co., LIMITED,

AERATED WATER MANUFACTURERS.

TEL. C. 436. TEL. C. 436.

BY ORDER OF THE MORTGAGEES.

Messrs. LAMBERT BROTHERS HAVE RECEIVED INSTRUCTIONS.

To Sell By PUBLIC AUCTION IN ONE LOT

on TUESDAY, THE 23rd DAY OF JULY, 1929, AT 3 O'CLOCK P.M. AT THEIR AUCTION ROOMS, No. 4, DUNDAS STREET, VICTORIA, HONG KONG.

THE FOLLOWING VALUABLE LEASEHOLD PROPERTIES

The premises known as Nos. 22 and 24 LYNDHURST TERRACE comprising two four storied Chinese shops and dwellings situate in the centre of the City on the place or parcel of ground registered in the Land Office as SECTION A OF INLAND LOT No. 201 having an Area of 1276 square feet or thereabouts. The premises are situate on the South side of the ground floor only of No. 22 Lyndhurst Terrace consists of an entrance to a Private Lane about 3 1/2 ft wide known as TUN WOE LANE through which there is a right of way. The Annual Crown Rent payable in respect of the premises is \$10, and the premises are held for the residue of a term of 99 years from the 22nd JANUARY, 1944.

Further information and Copies of the Particulars and Conditions of Sale may be obtained from Messrs. HASTINGS, DENNY & BOWLEY, Valuers, Solicitors, 8, Des Voeux Road Central, or Messrs. LAMBERT BROTHERS, The Auctioneers. [8101]

HONG KONG WEEKLY PRESS.

CONTAINING ALL THE WEEK'S LOCAL NEWS.

The Paper to send Home.

WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 5 p.m., stated:—

Pressure remains highest in the Pacific to the East of Japan. The typhoon is situated about 300 miles N.E. of Manila, moving slowly N.W. Local Forecast:—E. winds, moderate, fair.

Two Typhoons.

Manila, July 16, 11 a.m.—Typhoon in about 196deg. Long. E. and 19deg. Lat. N. inclining Northward.

Manila, July 16, 11 a.m.—Typhoon in about 196deg. Long. E. and 15deg. Lat. N., moving W.N.W.

Editorial and Business Offices: 11, Joe House Street. Tel. Central 12.
Night Editor (Wanchai Office): Tel. Central 451, Bride Lane, Fleet Street, E.C. 4.

The Daily Press.

Hong Kong, July 17, 1929.

A CASE FOR INQUIRY.

THERE is a very general impression in Western countries that the word of a Chinese businessman is his bond. It is widely believed abroad that in China there is a high code of morality rigidly observed by firms and individuals engaged in commerce, which completely relieves foreigners of that anxiety which so frequently oppresses them when engaged in business transactions with other Oriental races. This high opinion of Chinese commercial morality is a very valuable asset to the nation, and any happening calculated to weaken that good impression must cause deep distress to every Chinese citizen jealous of his country's good name and the reputation of his countrymen abroad. Information has come into our possession concerning business relations between well-known Chinese who are resident in this Colony and a European which suggests that the latter has been very unfairly treated, and, by the very peculiar circumstances of the case, is now practically precluded from taking any step to present his claim for legal adjudication. If any influential member of the Chinese community should wish to know more about this case, with a view to friendly mediation, we shall be glad to furnish further information. Meanwhile the facts as given to us may be roughly sketched thus.

For some two years Mr. X. had been in close touch with certain Chinese businessmen in Hong Kong, discussing preliminary plans for commercial venture. Mr. X. is a man with first-class credentials, and an acknowledged authority in his profession; he knows his business, and his Chinese associates had sufficient confidence in his ability and integrity to send him to Europe and make certain important investigations on their behalf. Before leaving Hong Kong a company was formed, and it was as the representative of this company that Mr. X. proceeded to Europe. It was also arranged that the managing-director (a Chinese) should meet Mr. X. in Europe after he had carried out the instructions given him in Hong Kong, and attend to the financial details of the transaction. Mr. X. faithfully discharged the duties he was instructed to carry out, and reported the result by cable to his principals in Hong Kong. At the same time he cabled a request for funds to meet certain expenses incidental to the execution of his instructions. The reply from Hong Kong intimated that the managing-director (then on his way to Europe) would deal with these financial matters. In due course this gentleman appeared on the scene, but seemed unable—or disinclined—to meet the demands of Mr. X. for funds. After about five days of abortive argument the managing-director suddenly left Hong Kong without giving any indication of his intention, and without handing over any cash.

Mr. X. now found himself in a very difficult predicament—he was in a foreign country as the recognised representative of the Hong Kong company. He had entered into certain business transactions on their behalf which should have been finalised by the Chinese managing-director on his arrival in Europe. All these matters were left in suspense, and the firm with whom Mr. X. had been negotiating were naturally very annoyed at this unsatisfactory situation. They wanted to settle the business in hand, but the sudden departure of the Chinese managing-director left everything still unsettled. More cables were sent to Hong Kong explaining the position, and asking for instructions, but the only advice cabled back to Mr. X. was to co-operate with his managing-director—who was no longer there to co-operate with! The next surprising development was a cable from this Chinese gentleman, informing Mr. X. that his services were no longer required! This unpleasant news arrived just as the hotel proprietor was getting anxious about Mr. X.'s bills, and threatened him with arrest unless they were settled within twenty-four hours! It is alleged that the managing-director told Mr. X. that his hotel expenses would be paid in full, but this promise was not kept. On the advice of a solicitor Mr. X. accepted—under protest—the trifling sum offered him in full settlement of all claims; the alternative would have been immediate arrest on a charge of fraud, laid by the manager of the hotel. This difficulty having been surmounted, Mr. X. decided to return to Hong Kong without delay, but was asked by the firm with whom he had been negotiating, to long to sign personally a bill of exchange for a considerable sum advanced by them during the negotiations. Regarding this debt as an obligation of the company he represented, and not a personal one, Mr. X. refused to sign, and his solicitor referred the firm to the Chinese managing-director for settlement. Mr. X. then left to catch a steamer for Hong Kong, but on presenting his passport on board for examination was told he would be put under arrest and sent back to the city he had just left. There he was kept in gaol for two weeks, and then discharged, the charge of fraud being withdrawn. The foreign firm which had instituted the criminal proceedings were satisfied that it was not Mr. X. who was responsible for the breakdown of the negotiations he had opened.

This, in very brief outline, is a statement which we are assured is true, and certainly bears the impress of truth. Since his return to this Colony Mr. X. has made repeated efforts to see the managing-director of this Chinese company and obtain some compensation for the financial losses incurred and the moral damages suffered. His efforts to obtain an interview have been fruitless; the prospects of getting satisfaction by resort to litigation are very remote—and the preliminary expenses heavy. According to Mr. X.—and let us admit he is not to be considered an impartial witness—he has faithfully and diligently discharged his obligations to the company under the preliminary agreement concluded before he left Hong Kong for Europe. He has a mass of documents which appear to substantiate every point in his case. He was—and still is—willing to submit his claim to arbitration for settlement, and we sincerely hope some influential members of the Chinese community will use their good offices to bring about an amicable settlement of this unfortunate dispute. There may be—probably is—something to be said on the other side regarding the points in dispute. We confess to having heard only an *ex-parte* statement. By all means let all the facts be brought out, for only in that way can the truth be revealed. A friendly settlement of this case would do much to re-establish that confidence in the integrity of Chinese businessmen which is so essential to the success of an agreement to the complete satisfaction of both parties.

News and Views.

The Central British School, Kowloon, will be closed for the summer vacation on Friday, July 19, and re-opened on Monday, September 16.

A Mongolian and Tibetan weekly news service is to be organized by a National Government organ as a means of developing contact between these remote areas and Nanking.

The Repulse Bay Hotel midsummer carnival will take place on Saturday, July 20. Whitley Smith's orchestra will play during the dinner dance and give a programme of songs, skits, etc. The price to guests for dinner is \$4 each.

Notifiable diseases reported last week were as follows:—Small-pox 1, fatalities (Chinese); diphtheria 2 (Chinese), 1 fatality; enteric 9 (7 Chinese, 2 British), 1 fatality; meningitis, 1 fatality (Chinese); puerperal fever, 1 fatality (Chinese).

Miss Violet Capell, who is now in England, recently visited the London Hospital and had an interview with Lord Knutsford, to whom she handed a cheque for \$20, as a donation to the Hospital funds, being part proceeds of her dancing displays held in February last. Miss Capell also desires to thank her pupils for their assistance at the performances.

Reduced rates have been granted by the Chinese Government to a party of students and teachers headed by Josef Washington Hall (Upton Close), writer and lecturer, so that they may travel extensively in China. After a fortnight in Japan, the students will proceed to Mukden, reaching there July 22, and continuing to Peking, Hankow, Nanking, Soochow, Shanghai and Hangchow.

According to a dispatch received here by a Chinese paper from Shanghai, Mr. T. V. Soong, the Managing Financial Minister, is sending Mr. F. M. Maze, Inspector-General of Chinese Maritime Customs, to Hong Kong on official business. (Neither the Commissioner of Chinese Maritime Customs, Kowloon, nor the Colonial Secretary (the Hon. Mr. W. T. Southern) have any information on the subject.)

A banquet was given at the Kam Ling Restaurant on Monday evening in honour of the Japanese Consul by Mr. Li Yik Mui and Mr. Chan Heung Pak, the chairman and secretary of the Chinese General Chamber of Commerce respectively. A number of Chinese and Japanese leading merchants were invited and among those present were Sir Shou-sen Chow, the Hon. Dr. H. K. Kottewall, the Hon. Dr. S. W. Tao, Mr. Li Yau Tsun and representatives of the Bank of Taiwan, the Mitsui Bussan Kaisha, the N.Y.K. and the O.S.K.

"Grasshoppers and locusts must be exterminated in the Shanghai district within 10 days," said a recent order received by the magistrate of Shanghai from the Civil Governor of Kiangsu province. The notice caught the eye of a reader of the *North-China Daily News*, and he promptly wrote in:—"The only certain method of destroying these pests is to tickle them with a straw (the kind which shows the way the wind blows) and when they laugh you push the Three Principles of Dr. Sun Yat Sen down their throats." Fortunately for everybody but the locusts, further anxiety and debate was prevented by descent of the most torrential rains Shanghai has known in 98 years. Local officials announced that the locusts had been duly destroyed, by drowning.

Eaten By Sharks.

A sensational story of an entire ship's company, passengers and crew, standing at the rail and watching a passenger eaten by a school of sharks was told at Hilo upon the arrival of the *Ginyo-maru*, en route from Honolulu to the Pacific coast. The passenger, a young Chinese, who had attempted to commit suicide by leaping into the harbour at Honolulu, was put under surveillance by stewards of the vessel. He succeeded in evading his watchers while the *Ginyo-maru* was steaming along the coast of Hawaii, and leaped into the sea. His body hardly reached the water when it was surrounded by sharks. They seized the body of the still struggling man and tore it limb from limb in full view of the passengers and crew. The story was taken as good evidence in the case of a man who was charged with the murder of a woman. The jury held the claim admissible, the jury gave a verdict for the mother.

The Emperor of Japan has accepted a gift of seven volumes explaining the religious philosophy of Buddhism presented through Dr. H. Matsujima, a Japanese lawyer of the Middle Temple, London.

Four Roman forts and a section of Hadrian's wall have been included in the sale of the Chesters, an historic Northumberland estate. Much of the property was bought by tenant farmers. The forts and the wall, once outposts of the Roman Empire, are well preserved.

Mr. S. Saburi, former Counsellor of the Japanese Embassy in London, has departed from Tokyo for an inspection trip of one month, during which he will investigate conditions in Kamchatka and other points on the Siberian littoral and in Russian Saghalien. He will return to Tokyo about August 10.

"The Labour Government can make itself permanently popular by providing better and cheaper beer," the Earl of Leicester declared at the Royal Norfolk Agricultural Show. "If the Government would do something about this matter," he said, "labourers could look forward to a pint of good beer at the end of the day's work. At present that is out of the question."

The Royal York Hotel at Ottawa, built by the Canadian Pacific Railway and costing \$18,000,000, was opened last month by Lord Willingdon, the Governor-General, in the presence of 2,000 people. It is claimed to be the largest hotel in the British Empire. Mr. Beatty, President of the C.P.R., held a public reception in the City Hall, and a luncheon was given by the Board of Trade.

The British soldier, who has not abused the privilege of "walking out" in mufti granted him some time ago, will soon enjoy further concessions. He may stay out of barracks until midnight on Fridays, Saturdays, and Sundays without a pass, and need not state where he is going when on leave for more than twenty-four hours. These modified regulations are temporary, and will be in force until January 30 next as an experiment.

Frederick Stibbons, a caddie at a Norfolk golf course, has just published a volume of poems entitled "Life and Love in Arcady." The critics have received the book favourably and have christened Stibbons "the caddie poet." The poems also have won praise from the Prince of Wales and Sir London Ronald, the famous musician. Stibbons writes mostly of scenes and persons in rural England. The merit of his work is said to consist in its tunefulness and simplicity.

Hundreds of men were recently searching the hills near Orofino, Idaho for four men who attempted to abduct Mr. W. B. Kinne, the Lieutenant-Governor of Idaho State. It is alleged that the motive of the persons who perpetrated the outrage was robbery. Mr. Kinne was taken miles into the country in his own motor-car, which was wrecked by the abductors owing to reckless driving. Two men who tried to rescue the Lieutenant-Governor were themselves captured and tied up with him to trees. One of the would-be rescuers was shot in the leg before the miscreants disappeared.

Timid Young Men.

Every year more and more English girls are left "waiting at the church." During the past ten months nearly 2,000 persons who had signified their intention to marry decided at the last moment not to go through with the ceremony. In most cases it was the man who withdrew. "As the years go by, cancellations increase," a registry official said. "From the lame excuses often given, I wonder whether our young men are too shy or afraid to undertake the responsibilities of marriage after they thought they had made up their minds. I sometimes think they lack the courage of their ancestors."

The Value of a Wife.

A lawsuit in which a husband claimed damages for the loss of his wife's company and services due to a motor accident was recently heard in Liverpool. The wife of Thomas Dobson, a furniture dealer, previously had been awarded £1,500 for injuries received when run down by a motor-car. Medical evidence showed Mr. Dobson was a semi-invalid for life, and had been driven almost to idiocy. Dobson's lawyer contended the money did not compensate the husband for the losses he had sustained through the accident, and demanded further compensation. The judge held the claim admissible, the jury gave a verdict for the mother.

Mr. H. C. Criswick, Australian representative of the London and North Eastern Railway, told a conference of fruit-growers in Sydney recently that there was a "sinister ring" in London endeavouring to keep control of the Dominion's fruit trade. He pointed out that there were many excellent markets in Great Britain, and urged that it was a mistake for Australians to concentrate on London alone, with the result that there was a large surplus of supplies which, when sent to the provinces, was deteriorated in quality. It was more lucrative to consign fruit to Hull than to London.

Exhausted Editors.

Eleven American newspaper editors and correspondents who have toured the Orient in the Carnegie-Endowment party are willing to admit that the hospitality of the Orient is too much for them. The visitors were compelled to call a halt in Peking, and take two days of rest from official functions, to catch their breath after two months of strenuous sight-seeing and lavish functions in Japan, Manchuria, and China. One of the party suggested writing a theme song for the trip entitled, "You have been so good to us, and Oh, how tired you have made us." The eagerness of Oriental and Occidental residents in the Far East to entertain the visitors has worn many of the party out. No visitors in recent years have attracted so much attention in the former Chinese capital. The power of the Press was never more clearly illustrated, than in the desire of officials to meet the newspapermen.

Looking Back 25 Years.

It is highly satisfactory to learn that His Majesty the King has given his assent to the Ordinance passed by the Legislative Council in April last reserving to the European population the Peak district as a residential area. The measure is a timely one. True, Chinese competition for Peak residences has not yet arisen, but when we look back over the last ten years or so and note the intrusion of Chinese into the district which the Ordinances of 1888 were supposed to reserve to the European community, we shall find ample justification for the Ordinance which has now by Royal assent been proclaimed. But, if the Chinese have practically absorbed the district below reserved for Europeans by the Ordinances of 1888, what guarantee can there be that the Peak district will not in time succumb to a similar fate? The answer is that the Ordinances of 1888 did not expressly prohibit Chinese from occupying tenements in the reservation area, but it was thought sufficient at the time to prohibit the building of Chinese tenements in that district and to frame resolutions against the over-crowding of non-Chinese tenements. The Ordinance reserving the Peak for Europeans makes it unlawful for any owner, lessee, tenant or other occupier of any land or building within the hill district to let the same for the purpose of residence by any but non-Chinese to reside on or in such land or building. The Governor in Council has the power to exempt any Chinese from the operation of the Ordinance on such terms as he may think fit, but this seems to indicate that the framers of the Ordinance had in mind temporary residence only; and there is very little likelihood that the new Ordinance will be suffered to become a dead letter.—*Hong Kong Daily Press*, July 17, 1924.

Looking Back 50 Years.

We have elicited from Chinese sources that the native population were never more upset in their minds when they found the police had made a seizure of most of the Wai Sing lottery agencies. The reason of their surprise is that it was supposed no such capture could ever be made in view of the fact that the proprietors of the lottery spend between three and four thousand taels annually in Hong Kong in bribes. Under these circumstances it must be held, we suppose, that there is at least one honest Chinese in the Colony, namely the gambling detective attached to the department of the Captain-Superintendent of Police. By the Chinese it is not expected that, considering their immense profits, these agencies—seven in number—will be heavily mulcted, but when it is borne in mind that the Manila lottery has a thriving unobscured existence in the Colony, it may suppose that a regard for consistency would suggest the discharge of the men arrested, and the restitution of the property. Of course it is not intended to offer any defence on behalf of gambling. The justice meted out to fan-tan is the justice that ought to be meted out to the Wai Sing, but then there is the troublesome question of the immunity of the Manila lottery that steps in to bother the disposal of the cases under consideration. It is only right that what is sauce for the goose should be sauce for the gander. For those who feel any interest in the matter we may mention that there is one agency in the Colony, and that is the Wai Sing, which has been outlawed by the police.—*Hong Kong Daily Press*, July 17, 1879.

PATRIOTIC FERVOUR IN MOSCOW.

TROOP MOVEMENTS ON THE BORDER.

JAPAN NOT ANXIOUS TO MEDIATE.

"HIGH-HANDED" ACTION OF CHINA.

["D.P." Special Service.]

Moscow, July 16.

Patriotic fervour has reached a high pitch here, as the hour approaches for China's answer to the Soviet ultimatum.

Thousands of people are parading the streets, carrying banners, and singing Communist songs—of which the general theme seems to be "We don't want war, but we are ready to leave our machines, and take up arms in defence of the proletarian Fatherland."

Chinese students attending the Moscow Chinese University joined in the demonstrations. *United Press.*

Chinese Embassy Guarded.

[THROUGH REUTER'S AGENCY.]

Moscow, July 15.

The Commissariat of Foreign Affairs announces that the Chinese Charge Affairs at Moscow has intimated to M. Karakhan (Vice-Commissar of Foreign Affairs) that the translation of the Soviet ultimatum into Chinese was only completed for despatch yesterday afternoon.

In the meantime, the Chinese Embassy in Moscow is strongly guarded by Police, in view of a demonstration outside and meetings of Russians protesting against the seizure by China of the Chinese Eastern Railway.

What The "Times" Thinks.

London, July 15.

The *Times*, in a leader on the Soviet ultimatum to China examines the situation and expresses the opinion that the Soviet Government may be legally right but it is morally in the wrong. The *Times* thinks that it is highly improbable that Russia will risk a serious campaign in Manchuria at present. It is of interest to note that the *Times* is of the opinion that the Chinese Eastern Railway is a national economic, financial or national sentiment ground; and that campaigning in China will certainly be the worst propaganda in Britain for the resumption of diplomatic relations between Britain and the Soviet.

"Manchester Guardian's" View.

London, July 16.

The *Manchester Guardian* says the Chinese, by their high-handed action on the Chinese Eastern Railway, have given warning to all other Powers that the present Chinese rulers recognise no agreement which is not supported by force.

They have provided an excellent argument for postponement, even by the most friendly foreign Powers, of any change in the existing system of extra-territoriality.

Nothing they have done in recent years was better calculated to stiffen the attitude of foreigners who still have privileges and properties in China to defend.

It seems improbable that Russia would speak as firmly as she has done unless she were assured at least of the passive support of Japan, but the *Manchester Guardian* imagines that Japan's influence will be used in favour of a peaceful settlement.

British influence should be used immediately in the same direction, the paper adds.

Japanese Criticise China.

Tokyo, July 16.

Despite the threatening attitude of both parties, the general belief as mirrored in the Press here is that neither China nor the Soviet will find it advantageous to resort to arms at present, and will therefore attempt to reach an understanding through a mutual compromise.

The Japanese vernacular papers are intensely interested in the outcome, but are unanimous in condemning China's seizure of the railway, which is considered a violation of international practice.

Under the circumstances the *Asahi* regards the hardening of the Soviet attitude as inevitable, and advises China to respect foreign interests, lest she be regarded as the aggressor. The *Nichi Nichi* characterises the seizure as absolutely illegal, and declares the action even more deserving of condemnation than the Soviet's alleged Communist propaganda.

The *Jiji* traces the cause of the present trouble to the incompleteness of the Russo-Mukden Agreement of 1924. It sincerely hopes for a peaceful outcome, especially as it considers the whole of China's efforts should be devoted to a completion of the task of national unification.

Not To Intervene.

Some papers assert that Moscow is contemplating seeking Japanese mediation at the appropriate moment, but the Foreign Office states there are no signs of such a request, so far observable. It is thought probable that Japan's policy as to future developments will be decided at to-day's Cabinet conference.

In the meantime, according to the *Asahi* correspondent at Harbin, in the event that China ignores the ultimatum, the Soviet proposes to isolate the Chinese Eastern Railway by severing the railway connections at both ends.

A large exodus of Russians from the Harbin vicinity has already started in anticipation of possible grave developments.

Troops At Manchouli.

NANKING, July 16.

The Soviet ultimatum was presented to Chiang Kai Shek yesterday.

Semi-official reports are that 3,000 Chinese troops have reinforced the eastern section of the Chinese Eastern Railway, and 10,000 have been concentrated at Manchouli, where it is alleged the Soviet forces are digging in across the boundary.

Soviet Troops Active.

HANKIN, July 16.

Rengo Agency reports secret movements of Soviet troops including gas and aviation units on the Chinese frontier. This is claimed to be a precautionary measure lest Russia is obliged to resort to "other means of protection of her lawful rights" which were mentioned in the ultimatum.

Watching Closely.

Tokyo, July 16.

After listening to the War Minister's report of latest developments of the C.E.R. issue the Cabinet agreed that a solution is likely to be reached without resort to arms, but the closest attention possible to developments is necessary.

Visa Held Up.

Moscow, July 16.

M. Serebriakov, member of the Collegium and the Soviet Commissariat of Communications, has been deputed to conduct the Chinese Eastern Railway negotiations. His passport was handed to the Chinese Embassy on Friday, but the visa has so far not been issued, pending instructions from Nanking.

Berlin Demonstration.

BERLIN, July 16.

Communists here demonstrated before the Chinese Consulate to day, and smashed all the windows.

Straight From The Shoulder.

Moscow, July 16.

Commenting on reports from Shanghai with regard to the situation in Manchuria the *Izvestia* declares that Chinese quarters in Nanking are attempting to avoid responsibility, and to minimise the importance of events in connection with the Chinese Eastern Railway. "We warn the Chinese militarists against a continuance of this hazardous game, and remind them that this is the third and last day of the period indicated in the Soviet Note."

"If the Chinese raiders persist in a provocative policy, and reject the hand outstretched to them by the Soviet Republic, the consequences of their obstinacy will rest upon them."

MILITARY PRECAUTIONS.

[NAN CHUNG KUO NEWS SERVICE.]

SHANGHAI, July 16.

A reliable report from Mukden states that the Manchurian military authorities have ordered a brigade of Kirin troops and a brigade of Heilungkiang troops to the eastern and western sections of the Chinese Eastern Railway, respectively, as a precaution against a possible Russian invasion. In addition, six armoured cars are patrolling the section between Harbin and Manchouli.

SEEKING A PEACEFUL SOLUTION.

[NAN CHUNG KUO NEWS SERVICE.]

SHANGHAI, July 16.

At a meeting of the Central Kuomintang Executive Committee, Marshal Chiang Kai Shek spoke of the friendly policy of the Chinese Government towards all the Powers. He said that China's aspiration for the abolition of unequal treaties would be sympathetic met by the Powers if the Central Government of China were strong and national reconstruction carried out without further interruption.

As to the problem of the Chinese Eastern Railway, the Chinese Government regards Russia's ultimatum as merely a threat and will adopt a conciliatory policy towards her.

IMPORTANT CONFERENCE.

[NAN CHUNG KUO NEWS SERVICE.]

SHANGHAI, July 16.

The leaders of the Nanking Government, including Chiang Kai Shek, Hu Han Min, Sun Fo and Tai Chi Tao, held an important conference last evening to discuss their policy towards the Soviet Government regarding the Chinese Eastern Railway situation. (Continued at foot of next column.)

GRIM FIGHTING IN YUNNANFU.

BRITISH CONSUL INJURED.

CITY WRECKED BY EXPLOSION.

[THROUGH REUTER'S AGENCY.]

PEKING, July 16.

Delayed messages from Yunnanfu paint a lurid picture of street fighting in that city, after which a powder magazine explosion wrecked large areas of the city, including the French and British Consulates.

The explosion occurred on July 11, and the British Consulate, with most of its contents, was entirely demolished, and the Consul, Mr. Kirke, injured, fortunately not seriously.

It appears that troops under Generals Ho and Chang invaded Yunnan from Kweichow and marched on Yunnanfu, where a weak defending force attempted to beat off the attack. The invaders got in the city, and there was much fighting in the streets, followed by an explosion of the powder magazine. There are no further details as yet.

CHINA'S RAILWAYS.

AMERICAN EXPERTS AS ADVISORS.

[THROUGH REUTER'S AGENCY.]

NANKING, July 15.

Mr. Mantell, the American Advisor to the Railway Ministry, has recommended the appointment of a number of technical American railwaymen to help to organise China's railways on modern lines, namely, a master mechanic for maintenance, an engineer for transportation, an expert on goods tariff, expert auditors, and travelling firemen under the charge of an American well versed in different departments of railway organisation. Mr. Sun Fo has approved of these appointments.

MR. YOSHIZAWA RETURNS TO JAPAN.

(Fah Tsai Pao.)

SHANGHAI, July 16.

According to a Peking telegram, Mr. K. Yoshizawa, the Japanese Minister, has left Peking for Japan.

THE OPIUM CASE.

WASHINGTON AGAIN INTERVENES.

["D.P." Special Service.]

WASHINGTON, July 16.

The State Department have again come into the Kao Ying case, it was learned to-day.

The Department promises an early announcement, which will clear up the whole incident of the seizure of contraband in San Francisco.

No decision, however, has yet been reached as to whether the principals in the case will be turned over to the Chinese authorities, in accordance with Dr. C. C. Wu's request. *United Press.*

FRENCH FLYERS REACH SHANGHAI.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, July 15.

The French airmen, Arrachart and Rignot, who left Paris some weeks ago, arrived from Canton at 2.25 this afternoon and were enthusiastically welcomed.

As the result of the conference, instructions have been given to the Manchurian Government to keep sufficient military forces to deal with any disturbance on the Russo-Manchurian border. Meanwhile a special telegram has been dispatched to Dr. C. T. Wang, who is now at Tsingtao, ordering him to return to Nanking as soon as possible. The Nanking Government will seek in every possible way a measure to avert the grave situation and will not resort to belligerent action against Russia. They believe that the controversy will be peacefully settled.

ROYAL MAIL STEAM PACKET CO.

VISCOUNT ST. DAVIDS' BOMBHELL.

PIQUANT DISPUTE.

[THROUGH REUTER'S AGENCY.]

LONDON, July 15.

A remarkable circular has been issued by Viscount St. Davids, trustee for the first and second debenture holders in the Royal Mail Steam Packet Company, indicating disagreement with his brother, Baron Kysant, Chairman of the Company.

The Company's stock, it is estimated, has dwindled £3,300,000 in value since the beginning of June. It was particularly weak yesterday.

Lord St. Davids, in his circular, states that the first intimation he had of the issue of the second debentures in July last year was through the newspapers. The Company was apparently entitled to make a new issue without notifying him, and he reluctantly, "perhaps unwisely," decided not to make the facts public at the time. He says that although he does not possess a legal right, he has been refused permission to interview the Company's auditor with a view to arriving at its true position.

He announces his impending retirement from the trusteeship as his duty to the second debenture holders might conflict with his duty to the first.

A statement is expected from Baron Kysant to-day.

Baron Kysant's Reply.

LONDON, July 16.

Baron Kysant, presiding at the annual meeting of the Argentine Steam Navigation Company, Limited, referred to the "attack" on the Royal Mail Company and me personally by a relative of mine.

He said that the real object of the attack was unknown to him. On June 20, he wrote to the trustee concerned, saying he would be pleased to see him and explain the whole position. The offer was definitely refused in writing.

Baron Kysant said that in forty years he had never had to ask stockholders in shipping companies under his Chairmanship to consent to writing down capital. He understood that besides the circular in question, statements had for some time been circulating in the City regarding the possible reconstruction of the Royal Mail Company, which were absolutely baseless. He dealt fully with the company's position at the recent annual meeting, and there was nothing he could usefully add, except that in the past six months of 1929 results obtained were better than in 1928.

The profit figure returned by the directors of the Royal Mail Steam Packet Company in their report for 1928—for what it is worth—is £728,367, comparing with £737,293 for the preceding year. The qualification is necessary because, unfortunately, the comparison is vitiated by the omission of essential data.

The profit for last year is stated "after crediting income tax reserve not required, less depreciation of fleet, &c." In the preceding year it was arrived at after "adjustment of taxation reserves less depreciation of fleet, &c." It is learned, moreover, from the auditors' report that "the provision for depreciation of the fleet in the accounts of the year has been calculated at a lower rate than hitherto." The directors have only themselves to blame if the inference is drawn that the results for the past year have been less favourable than they appear to have been. The balance available for dividends was reduced by the additional provision for interest resulting from the issue of £2,000,000 5 per cent debenture stock in July last, to which reference is made in the above cable. The ordinary dividend, however, was maintained at 5 per cent, and the carry forward reduced by £26,284. The "fleet" investments in allied shipping companies and in other allied companies under cost figure in the balance sheet at £16,253,755, against £16,368,643 at the end of 1927 and £17,018,443 at December 31, 1928, but as a "true and correct view" of the state of the Company's affairs "this is 'subject to the values under present conditions of the investments in allied shipping companies,' another reservation made by the auditor which shareholders may wish to have explained.

JUNIOR KOLAPORE CUP.

TRINIDAD WIN AT BISLEY.

[THROUGH REUTER'S AGENCY.]

LONDON, July 15.

At Bisley to-day, eleven teams shot off for the Imperial Challenge Cup (known as the Junior Kolapore Cup) open to teams of the British Empire.

Trinidad came second with 204 points and Ceylon third with 201 points.

LOSS OF THE "CITY OF OTTAWA."

AIR MINISTRY'S REPORT.

ACCIDENT HELD TO BE UNAVOIDABLE.

[THROUGH REUTER'S AGENCY.]

LONDON, July 15.

The Air Ministry's report on the disaster to the "City of Ottawa" confirms its technical cause and says the accident was unavoidable and "likely to be very rare." The pilot was blameless.

The report finds the passengers were not properly instructed how to use the lifebelts, but there is no evidence that the deaths are to be attributed to that.

It is recommended that such instruction should always be given and that machines not designed to alight on water or not possessing such reserve power to enable them to maintain their height if one engine fails, should only start to cross the Channel at such a height as to make the reaching of land on the other side a reasonable certainty.

From July 1, 1930 none such should be used to convey passengers from Great Britain.

THE KING'S PROGRESS.

HOPES FOR COMPLETE RECOVERY.

[BRITISH WIRELESS SERVICE.]

LONDON, July 15.

An official statement says that His Majesty's progress is entirely satisfactory.

Although the operation carried out was of a bigger nature than would seem to have been indicated in the bulletin issued on Saturday, it was very different from that of last December when the King's whole system was poisoned.

It is confidently expected that his greatly improved general health will enable him speedily to overcome the after-effects of to-day's operation.

Sir Hugh Rigby and Professor Wilfred Trotter were the surgeons actually responsible for the operation, which it is strongly hoped will prepare the King for complete recovery.

The Prince of Wales, the Duke of York and the Duke of Gloucester were in Buckingham Palace while the operation was being performed in the King's bedroom. They left after hearing of its successful completion.

The King had a good night, and both the general and local conditions are satisfactory.

THE REPARATIONS CONFERENCE.

VENUE UNDECIDED.

[THROUGH REUTER'S AGENCY.]

LONDON, July 15.

Mr. A. Henderson informed the House of Commons to-day that no decision has yet been reached as to where the Reparations Conference, which is to be held in August, will take place.

Replying to questions, he said the German Government had indicated their intention of submitting to the Conference the question of the restoration to Germany of the Saar Basin.

That, however, was quite distinct from the two main problems with which the Conference would be called upon to move, namely, Reparations and the evacuation of the Rhineland.

ALABAMA COLLAPSE DISASTER.

50 PEOPLE BURIED.

[REUTER'S AMERICAN SERVICE.]

MONTGOMERY, ALA., July 15.

Over 20 persons, it is believed, are buried in the debris of two large three-storyed business premises, which have suddenly collapsed.

It is suspected the collapse was due to the excavations next door in preparation of a new building.

Most of the buried are probably women and girls. Two bodies of negroes have been brought out. The rescuers plainly saw two white women among the tons of masonry and timber.

The collapsed buildings were among the oldest in the business district. There have been frequent collapses within recent years in the Montgomery area. Some people were killed only a fortnight ago through the wall of a garage collapsing.

AERO EXHIBITION IN LONDON.

REMARKABLE PROGRESS EVIDENCED.

SOME NOVEL FEATURES.

[THROUGH REUTER'S AGENCY.]

LONDON, July 15.

Though the Air Ministry experts are busy examining the British entries to the International Aero Exhibition (which the Prince of Wales will open at Olympia, London, to-morrow) with a view to preventing the disclosure of Air Force secrets, the show will be the most comprehensive and most valuable ever staged. The Air Ministry's own stands are among the most attractive of the exhibition, its models representing the whole history of aviation.

The remarkable diversity in the size of the machines is one of the indications of the progress made in flying. For instance, among the 18 secret machines are a small Vickers' interceptor fighter, which it is rumoured is capable of flying at 350 miles an hour and the "Parnell Peto," a seaplane, capable of being stowed in a submarine.

On the contrary only the cabin is shown of the new Handley Page liner "Gigantic" for the Imperial Airways' Africa to India Air Route. The cabin occupies the whole bay of the Olympia, where it is impossible to accommodate the machine itself with its wing-spread of 130 feet.

The German exhibits include a model of the giant three-decker, "Diox."

But dominating the exhibition is the Fairey Napier monoplane, which flew non-stop to India.

MEMORIAL DAYS.

CHINESE OFFICIAL LIST.

[United Press.]

NANKING, July 9.

A total of 28 days are listed as "revolutionary memorial days" in an announcement by the standing committee of the Central Executive Committee here. Six of these are national holidays.

May is the month most filled with these days, having seven in all. Six of the memorials are in connection with the history of the late Dr. Sun Yat Sen, including his birth, first revolutionary attempt, escape from the Chinese Legation in London, escape from Canton during the Chen Chung-Ming rebellion, inauguration as China's first President, and his death.

It is of interest to note that six of the days are called "humiliation days," signalling episodes wherein foreign Powers took what is considered a humiliating attitude toward China. These are:—

May 3.—Tientsin Incident Humiliation Day.

May 6.—21 Demands Humiliation Day.

May 30.—Nanking Road (Shanghai) Humiliation Day.

June 23.—Canton Shaker Incident Humiliation Day.

August 29.—Treaty of Nanking, 1842, Humiliation Day.

September 7.—Treaty of 1901 (Boxer) Humiliation Day.

Simultaneously a new drive has been started by the publicity department of Central Party Headquarters against calendars printed in the old lunar system, with a general order of confiscation. This is only a renewal of the battle which has been waged for some time in an effort to persuade the common people to abandon their old methods of reckoning.

Foreign critics have declared that in adopting the ordinary foreign-style calendar the National Government missed a golden opportunity to set an example to other nations by being first to adopt a genuine scientific scheme of reckoning with 12 months of four weeks each.

UNIQUE REQUEST.

A CHINESE-AMERICAN SOLDIER'S GRAVE.

["D.P." Special Service.]

WASHINGTON, July 7.

A unique request has been received by the office of the Quartermaster General, it was learned to-day, in connection with the death of a Chinese-American ex-soldier.

The request is for authority to erect a granite monument over the grave of Chauncey Chan, former in the 364th Infantry, in the Presidio National Cemetery.

Chan's widow desires that "there be an inscription in Chinese characters giving his war record and other data."

Chan enlisted in Sacramento, served overseas in the World War, was wounded in action, and subsequently returned to his native land. His army record shows him to have been of excellent character. *United Press.*

MR. TOLLEY'S LIBEL ACTION.

J. S. FRY & COMPANY SUED.

"SIMON-PURE" AMATEUR.

[THROUGH REUTER'S AGENCY.]

LONDON, July 15.

A jury in the King's Bench division has awarded Mr. Cyril J. H. Tolley (holder of the amateur golf championship, which he won this year and once before) £1,000 damages in an action for libel against Messrs. J. S. Fry & Sons, the chocolate manufacturers, in respect of an advertisement showing a picture of Mr. Tolley playing a stroke, with a packet of Fry's chocolate protruding from the pocket of a pullover, and his caddy looking on.

Beneath the picture were verses representing the caddy saying, *inter alia*:

"My word! How it flies, 'Take a carot of Fry's.' 'They're handy, they're good and priced low.'"

Counsel for Mr. Tolley (plaintiff) said that people would assume from the advertisement that Mr. Tolley would get more than a box of chocolates for the use of his name; and thus his amateur status—of which he is very jealous—would be involved.

Messrs. Fry had expressed regret that offence had been taken, but they declined to pay for the cost of the proceedings. However, they offered to publish a statement in two newspapers that Mr. Tolley had received no remuneration from them.

The advertisement, it is interesting to note, had appeared in 64 papers.

An Appeal.

A stay of execution, pending an appeal, has been directed in the Cyril Tolley case.

Counsel for the defence stated that one of the grounds of appeal will be that £1,000 for damages is excessive.

U.S. CONSULS' TRADE REPORTS.

MUST BE APPROVED BY WASHINGTON.

["D.P." Special Service.]

WASHINGTON, July 7.

It was learned to-day that the Department of Commerce is not likely to adopt a policy permitting American consuls and trade commissioners to publish reports in place of origin instead of awaiting transmittal to Washington.

This statement was given the United Press in response to an inquiry, following reports of dissatisfaction on the part of some consuls. Authorities here pointed out that the reports are primarily intended to benefit business men in the United States, and therefore it cannot be seen that there is any justification for previously divulging the information abroad.

It was also explained that a considerable proportion of the reports requires interpretation, or correction by experts in Washington. Isolated publication at the place of origin might be misleading.

In the event, however, that the consuls consider it particularly desirable to publish some of their reports locally in the interests of the local American business colonies, authorization may now be obtained from the Department.

Every effort is being made to expedite delivery of foreign commercial advice

Haig

TO OPEN
Remove capsule
raise lever and
push upwardsTO CLOSE
Replace cap
and push
lever downNEW BOTTLE SEAL
(NO CORKSCREW)

QUICK - CLEAN - SAFE

Nobody can put better Whisky
into any bottle than that which
goes into the Haig bottle.Doctors are using it
Judges are using it
Sufferers from acidity
and it preferable to
any other stimulantSole Agents—
GANDE, PRICE & CO., LTD.
TEL. C. 135. HONG KONG.

A wisehead—

the head that's sleek and smooth all
through the day. A little Anzora in
the morning is all that's necessary to
keep your hair healthy and in good
condition.**ANZORA**
Masters the Hair!Anzora Cream for greasy
scalp. Anzora Vaseline for
dry scalp. Sold by Drug
gists, Hairdressers, or fromThe Hong Kong Agents—
14, Queen's Road
Central, Hong Kong.Yee Hing & Co.,
24, Patterson Street,
Hong Kong.Lee Hing & Co., 11, Y. &
H. T. W. Building,
Strand West, Hong
Kong.Manufactured by—
Anzora Perfumery Co.,
Ltd., London, U.S.A.**MARCHANT'S**
GOLD LABEL
EXTRA SPECIAL
**Old Highland
Whisky.**Distilled and bottled in
Scotland and guaranteed
fully matured in wood.A Whisky of quality at a
moderate price.Obtainable at all leading
Clubs, Hotels and Stores
and from the

Sole Agents—

T. E. GRIFFITH, LTD.

TEL. 3517.

U.S. OIL FIGURES.

**NAKAMURA
MASSAGE**No. 218, QUEEN'S ROAD EAST,
2ND FLOOR, WANCHAI,
HONG KONG.Tulsa, Okla. July 9.—Statistics
compiled by the Oil & Gas Journal
and given out for publication to-
day state that the average daily
production of light oil has increased
20,000 barrels and of heavy oil has
decreased 60,000 barrels during the
past week. *United Press.*

Money and Markets

HONG KONG TRADE.

A CURRENCY PROBLEM.

"Observer" writes:—With the
advent of rain and the consequent
diminution in importance of the
water problem, less in public in-
terest on such matters as motor-car
taxes, or the efficiency of fire-fight-
ing appliances, may I bring to the
notice of our legislators a problem
of the greatest importance not only
to the commercial community but to
the Colony as a whole?

Abnormal Conditions.

I refer to the abnormal state of
the currency of Hong Kong, due to
the high premium of the notes issued
by the three banks operating in the
Colony. The premium is common
to notes of all denominations, but
as an example take the case of a
\$1 note, which promises to pay the
bearer on demand \$1 in the cur-
rency of the island. The theoretical
sterling value of this coin, based on
its silver content and on the current
price of this metal, is hardly 1s. 9d.,
and in Shanghai taels, the silver
content in the same dollar gives it a
value of about 72 candareens, show-
ing an inflation in the value of the
local bank-notes of anything be-
tween 12 per cent. and 15 per cent.

This state of affairs has existed
for some years, but never to the ex-
tent now obtaining, and certainly
the burden has never been more
keenly felt by the commercial com-
munity of Hong Kong.

Hong Kong Trade Diverted

An important part of the export
trade of South China, controlled
from Hong Kong, has been diverted
to Eastern centres with foreign ex-
change rates approximating silver
parity, and this diversion in turn
has further restricted imports,
already a diminishing quantity, as
the result of the decrease in buying
power of the inhabitants of neigh-
bouring provinces. To the exporter,
no less than to the importer because
of its repercussive effect, the situa-
tion is serious in the extreme, and
it is mortifying to see the little
available trade being driven out of
the Colony to Shanghai, where the
foreign buyer need part with a
smaller amount of his currency to
meet the Chinese seller's demand for
any given quantity of commodities,
the silver prices of which do not
differ materially in North and South
China—at least nowhere near the
difference in the gold value of the
Hong Kong note and Mexican
dollars, which in their bullion value
are practically the same token.

Effect Upon Industry.

This grave disadvantage also
affects industrial concerns employ-
ing a large labour force almost to
the extent of putting them out of
the competitive market; the busi-
ness of ship repairing is an excel-
lent example. The local Dock
Company is claimed to be the best
technically equipped yard in this
part of the world, yet commer-
cially it cannot be compared to its
rival of Shanghai, which has earned
handsome profits all through this
period of depression in China. The
secret is, of course, partly in
cheaper prices obtaining in Shang-
hai, where the wage bill is not
subject to inflation of anything up
to 15 per cent., and in the circum-
stances it is not surprising that
work is attracted there.

Chinese Hoarding of Notes.

The causes for the anomaly of a
"premium" being superior in value
to the "performance" in this issue
are undoubtedly many, but the prin-
cipal cause would appear to be the
inadequate supply of banknotes for
"trade" purposes; the value of
banknotes omitted is returned in
millions, but what proportion of
these millions is in trade circulation
is unknown, nor is the total ascer-
tainable of the huge sum hoarded
by the Chinese in South China as
a protection measure against the in-
secure and mercurial paper of their
own banks, and their coin of vary-
ing and doubtful values.

This is a wonderful tribute to the
note-issuing institutions of Hong
Kong, but they are possibly not
performing fully the service intend-
ed by the Ordinances authorising
their respective note issues in that
an important percentage of such
notes (larger than most people
think) is being utilised to a purpose
foreign to facilitation of trade by
its permanent withdrawal into the
Chinese equivalent of the French
peasant's stocking.

Demand Exceeds Supply.

This unexpected use of bank-
notes has kept Hong Kong currency
over silver parity, and a position in
taels, originally contracted for
trade requirements which did not
eventuate and since carried on
speculatively, has intensified the
difficulty by keeping up or even in-
creasing the premium for banknotes,
a naturally and normal consequence
of weakness in the sterling rate in
Shanghai *vis-à-vis* a relatively un-
movable rate in Hong Kong. In
other words, the premium of Hong
Kong notes is primarily due to the
demand therefore, exceeding the
supply, and in a secondary manner
to the speculation in taels. There
(Continued on next column)

RAW SILK.

EASIER TENDENCY EXPECTED.

Messrs. Pentreath & Co. have
forwarded us the following letter,
dated June 24, which they have
received from Messrs. Hornby,
Hensley & Co., Liverpool:—

Prices have fluctuated within very
narrow limits since our last report,
values showing a slight decline of
2s. to 3s. on the week.

The New York-certificated stock
on the 13th June was 3,760 bales,
made up as follows:—
Grade A 1,793 bales, B 1,113, C
133, D 140, E 335, F 123, W 20,
X 15, Y 30, and Z 40.

According to cable advices from
New York, spot silk is meeting
with good demand, especially for
the lower grades, and it is expect-
ed that there will be an early
renewal of demand for piece goods
for autumn requirements, although
the present situation is quiet.

Further cable advices, received
over the week-end, state that
manufacturers' buying interest is
limited. The opinion that an easier
tendency is expected during the
summer is maintained, and we are
informed that purchases of distant
positions on scale down are favour-
ed, although much depends upon
the size of the crop, regarding
which the market is awaiting de-
finite news.

Close New York Saturday:—
June \$4.56, July \$4.81, September
\$4.73, October \$4.73.

EXCHANGE RATES.

[BRITISH WIRELESS SERVICE]

RUGBY, July 15.	
Paris	123.573
Brussels	34.00
Amsterdam	20.073
Berlin	20.36
Copenhagen	18.21
Vienna	34.465
Helsingfors	193
Lisbon	1082
Bucharest	518
Buenos Aires	47 7/32
Shanghai	2/4
Yokohama	1/10 7/32
New York	4.84 31/32
Geneva	23.21
Milan	22.375
Stockholm	18.085
Oslo	18.205
Prague	1632
Madrid	35.4
Athens	37.5
Rio	52
Bombay	1/5 25/32
Hong Kong	1/11 1/2
Silver (spot)	24 1/2
Silver (forward)	24 7/16

are undoubtedly other causes, but
whatever they may be, the fact re-
mains that a departure of a cur-
rency from its parity, whether a rise
or a fall on its basis of value, can-
not react otherwise than detrimen-
tally to trade.

Suggested Remedy.

The question is full of intricacies,
and a satisfactory solution even
more so, but a remedy might be
found in an increase in the issue of
banknotes, and placing a curb in
the speculation in taels. The latter
might be reached without great dif-
ficulty by agreement between the
banks themselves but, for obvious
reasons, it cannot be effective un-
less accompanied by measures to
meet the trade requirements of
Hong Kong in respect of banknotes.

Neither will an increase by itself
in the issue of banknotes remedy
the situation unless accompanied by
a certainty of continued unrestrict-
ed import and export of silver
dollars to correct the vagaries of the
tael, and the free circulation and
acceptance of dollars, and in this
the Government might assist by
withdrawing its discouragement to
payments to the Treasury in the
Colony's legal tender.

An increase in notes accompanied
by free circulation of dollars inter-
changeable into notes and general
observation of the fact that silver
dollars are legal tender in this
Colony would appear to be effective
almost at once in bringing down the
Hong Kong paper dollar to its true
value.

It is desirable to retain bank-
notes, and its temporary increase
might be facilitated to the issuing
banks by the grant of less onerous
conditions for an excess of the pre-
sent amount, subject to a gradual
reduction to a figure proved by ex-
perience to be sufficient for the
Colony's requirements.

Government Inquiry Demanded.

This is by no means an exhaus-
tive review of the situation, but
sufficient facts have been exposed
to warrant an examination of the
problem by the Government. Per-
haps one of our unofficial members
of the Council will take the matter
in hand and move for a commission
to explore the matter in all its as-
pects, or preferably a currency ex-
pert might be engaged to report
thereon.

Years ago a situation detrimental
to the interest of the Colony in re-
ference to small coins was corrected
by the action of the Government,
and it is now lies again with the
Government to take such steps as
may be necessary to remove the
handicap which now exists to the
trade of Hong Kong.

HONG KONG SUGAR
MERCHANTS.THINGS THAT ARE RUINING
THE TRADE.SHIPPING AND CREDIT
FACILITIES NEEDED.

A representative of the *Daily
Press*, in the course of an inter-
view with "the honorary English
Secretary of the Sugar Merchants'
Association, was informed that the
sugar trade in Hong Kong was
passing through a particularly bad
period and it was hinted that unless
something is done shortly to give
sugar merchants in Hong Kong
better facilities the volume of busi-
ness which is now handled in the
Colony will be considerably
diminished.

Briefly the facilities needed fall
under two heads, shipping and
banking. In regard to the ship-
ping facilities, it is pointed out
that under an agreement with the
Java-China-Japan-Liaison, which
practically monopolises the transport
of sugar from Java to Hong Kong,
Hong Kong importers are not allowed
to take delivery of less than 500
bags at a time.

This on the surface, might appear
to be no hardship, but in effect it
presents importers from taking
delivery of small quantities to ac-
commodate retailers. The Chinese
practice has been for a wholesaler
to take up a consignment and to
give a delivery order for say 200
bags to one dealer, 300 to another
and so on until the whole consig-
ment is cleared by different dealers
instead of by the importer.

Delivery Ex-Ship.

Delivery "Ex-ship" is not un-
known, but when an importer
breaks his consignment into a
number of small parcels and grants
each of his customers a delivery
order to clear the sugar which he
(the customer) has bought, from a
ship, a great deal of unnecessary de-
lay is caused on the ship, and con-
sequently the shipping people are
unlikely to allow this sort of thing
to go on unchecked. As a result
of negotiations with the Sugar Mer-
chants' Association, the Java Line
has arranged that the smallest
delivery ex-ship is to be not less
than 500 bags.

The advantages of taking delivery
ex-ship instead of ex-godown are
obvious. Lighter hire, cooler hire
and time—a precious element in
business—are saved, to say nothing
of godown charges and insurance
premium. In former days, when
business was normal these rates
were paid and delivery ex-ship was
not often asked for and when it
was could easily be arranged. But
nowadays, cooler hire has gone up
considerably and the volume of
business has decreased, so import-
ers naturally seek every possible
saving they can on their consig-
ment.

The Banks.

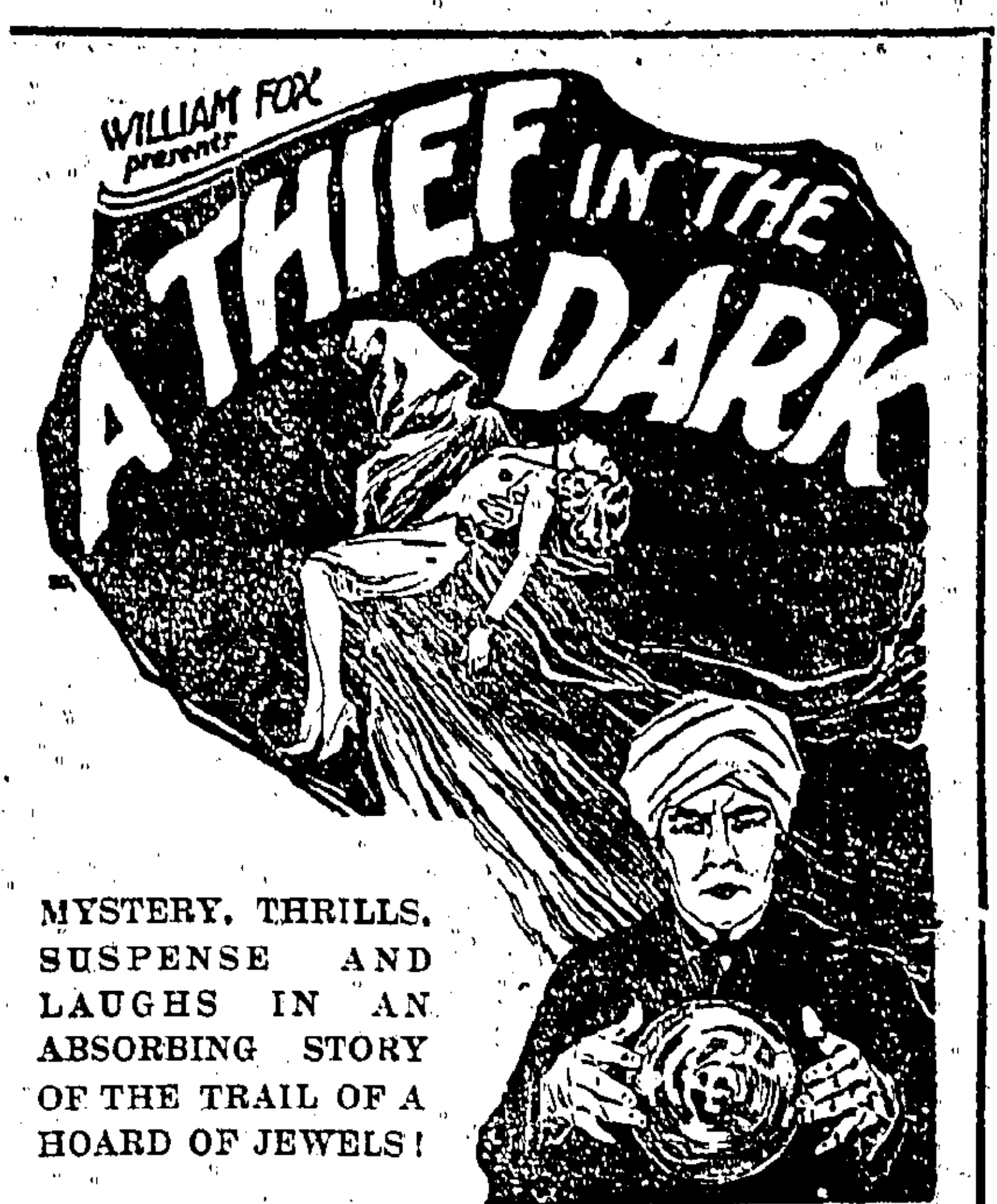
As to banking facilities, sugar
merchants, like the rest of the
Colony, suffered a great set-back
when the native banks withdrew
their support during the unsettled
days of 1925 and huge losses had to
be met. As a result of their ex-
perience in those days, the sugar
merchants are not disposed to place
much reliance on loans and banking
facilities from native banks and
consequently they prefer to handle
a smaller business using their own
capital, than to dabble in large
consignments with the banks to
finance them.

Before the strike, foreign banks
were not so particular about the
usage of hills on their banks, but
they now give only thirty days
usage and on very rare occasions
60 days to reliable firms. It was
explained that the system of grant-
ing 30 days usage to customers
had a great drawback in the sugar
business, as generally the docu-
ments covering a consignment of
sugar arrives in Hong Kong direct
from Java, whereas the steamer
carrying the sugar calls at several
ports before reaching Hong Kong,
and is sometimes as much as two
weeks behind the arrival of the
hill. This only gives importers
fourteen days in which to settle
with the banks.

Margin and Usance.

Another restriction which has ap-
peared since the strike is the mar-
gin which is always asked by
foreign banks from sugar merchants
who seek to establish letters of
credit. These matters of margin
and usance are heavily taxing the
financial resources of those who deal
in sugar and, indirectly, are keep-
ing down the sugar business by
limiting the turnover. With certain
banks, loans are available after the
expiry of the usage of a draft, but
this depends on the bank and im-
porters cannot always rely on
getting such a loan.

Hong Kong, it was pointed out,
is not a consuming centre, but just
a distributing post for Java sugar.
The business of the merchants in
Hong Kong depends largely on the
demand in Canton and the in-
terior. Tariff autonomy has not
helped matters and has, indeed,
added just another obstacle in the
way of business, and a point has
now been reached when it is felt
that the sugar merchants must
either get better facilities or else
allow business to go to other ports
where the difficulties are less.

MYSTERY, THRILLS,
SUSPENSE AND
LAUGHS IN AN
ABSORBING STORY
OF THE TRAIL OF A
HOARD OF JEWELS!with
GEORGE MEEKER, MARJORIE BEEBE.
AT THE QUEEN'S FINAL SHOWINGS TO-DAY
At 2.30, 5.10, 7.15 & 9.20.Beautiful colour scenes in a sumptuously produced
story of a nation-wide search for the modern proto-
type of the Venus de Milo!**ESTHER RALSTON**
IN
THE AMERICAN VENUS
AT THE **WORLD** FINAL SHOWINGS TO-DAY
at 2.30, 5.15, 7.15 & 9.20.A LARGE CAST OF BRITISH SCREEN FAVOURITES
IN A THRILLING STORY OF ADVENTURE IN
CAIRO!**LILLIAN HALL-DAVIS**
IN
ADVENTURE MAD
with NILS ASTHER, ERIC BARCLAY.
AT THE **STAR** FINAL SHOWINGS TO-DAY
At 5.30 & 9.20.

CANTON MARKET REPORTS.

COTTON YARN.

The demand for cotton yarn was
still short on Monday but prices
were firm. Quotations on Monday's
market were as follow:—

No. 20s.	8276-305
No. 12s.	246-253
No. 10s.	218-243

RAW SILK.

Some eighty bales of raw silk
were sold on Monday. The quota-
tions were:—

14/15	Per Picul	H.K. 6890
14/15, Common		925
20/22, Common		845

FLOUR.

Prices of both Chinese and for-
eign flour have somewhat advanced.
Latest quotations of the various
brands were as follow:—

	Per Bag.
Gunboat	83.77
Dog's Head	3.36
Big Gun	4.03
Banana	3.92
Five Swallows	3.92
Red Leaves	3.82
Pat Kue	3.96
Fuk Luk	3.52

SUGAR.

Prices for foreign sugar have
risen owing to the rise of the ex-
change rate for Hong Kong money.
Quotations for Kwangtung sugar
are still low. Latest quotations
were:—

	Per Picul.
Coarse granulated white,	\$11.10
No. 2	
Coarse granulated white,	10.25
No. 20	
Coarse granulated white,	10.20
No. 3	
Fine granulated white, No. 1	12.00
Sugar Candy, Waichow	13.00
Brown, Namkong	9.80
Brown, Poklo	7.20

CANTON STOCK EXCHANGE.

CLOSING QUOTATIONS.

CANTON, July 15.

Water Works	83.50
Electric Light & Power Co.	4.00
Canton-Hankow Railways	1.50
The Sun Company	96.00
Sinac Company	120.00
Nanyang River Tr. Co.	4.40
Kwangtung Tramways Co.	2.30
China Merchants' S.N. Co.	35.00
Central Bank of China	45.00

RICE.

The rice market has been quiet
as demand from country merchants
is very limited. Prices have been
firm.

Per Picul.

Common White, Kwang- tung	88.16-11.20
Common White, Annam	9.60-10.38
Common White, No. 3	9.02-9.70
White Broken, Siam	85.75-6.65

EDIBLE MARINE PRODUCTS.

Prices have risen during the past
few days owing to short supplies
but demand has fallen away.

	Per Picul.
Dried Prawn, Medium	800.50
Dried Cuttle Fish	53.00
Fish Maw	34.00
Awabi	22.00
Dried Oyster	97.00
Dried Flat Fish	43.80
Dried Mussels	20.70
Dried Stock Fish	28.00

VEGETABLES.

	Per Picul.
Hairy Squash	82.00
Snake Gourd	2.80
Bitter Squash	3.50
Onions	3.70
Long Bean	2.80
Ginger, Superior	18.50
Bamboo Shoots, Sweetish	3.90
Yam	3.80
Potato, white	2.50
Lotus Root, Purple	4.50

CONSIGNEE NOTICES.

NOTICE TO CONSIGNEES
OORAN STEAMSHIP CO., LTD.
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.

CONSIGNEES per Co's Vessel
"ORESTES"
FROM UNITED KINGDOM VIA
SINGAPORE

are hereby notified that their Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignees' risk and subject to their orders. The Cargo will be ready for delivery from Godown on and after 17th July.

Optional Cargo will not be landed here, unless Notice has been given prior to Vessel's arrival, but carried on from port to port to the final port of call to which the option extends. Damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the Free Storage period.

No Claims will be admitted after the Goods have left the Vessel's Godown and all Goods remaining undelivered after the 23rd July, will be subject to Rent.

All Claims against the Vessel must be presented to the Underwriter on or before the 6th August, or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

17th July, 1929. [3120]

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

CONSIGNEE NOTICE.

S.S. "CHENONCEAUX."

ARRIVED HONG KONG ON
TUESDAY, 16th JULY, 1929.
FROM MARSEILLES, E.C. AND
ALSO CARGO FROM BORDEAUX,
COGNAC, &c.
Ex S.S. "ROLLON" & "TETUAN."

CONSIGNEES of Cargo by the above named Steamer are hereby informed that their Goods with the exception of Optum, Treasures and Valuable are being landed and placed at their risk in the Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence Delivery can be obtained as the Goods are landed.

Goods not cleared within 7 days including date of arrival, will be subject to Rent.

All Claims must be sent to the Underwriter before Thursday, the 25th July, 1929, or they will not be recognized.

Damage Packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Goddard & Douglas at 10 a.m. on Monday, the 22nd July, 1929.

No Claims will be admitted after the Goods have left the Godowns.

No Fire Insurance will be effected by us in any case whatever.

L. LESDOS, Agent.

Hong Kong, 16th July, 1929. [3115]

NOTICE TO CONSIGNEES.

"ELBERMAN" LINE.

FROM EUROPE.

THE Steamer "CITY OF TOKIO"

having arrived from the above Port

on 16th instant, Consignees of Cargo are

hereby informed that their Goods are

being landed at their risk into the

Godowns of the Hong Kong and Kowloon

Wharf and Godown Company, Limited,

Kowloon, and stored at Consignees' risk

and expense.

All broken, chafed and damaged Goods

are to be left in the Godowns, where they

will be examined on any Tuesdays and

Fridays, between the hours of 10.45 a.m.

and Noon, within the Free Storage

period of One Week.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

THE BANK LINE, LTD.,

General Agents.

Hong Kong, 16th July, 1929. [3117]

PRINCE LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Motor Vessel "JAPANESE PRINCE"

having arrived from the above Port

on 16th instant, Consignees of Cargo are

hereby informed that their Goods are

being landed at their risk into the

Godowns of the Hong Kong and Kowloon

Wharf and Godown Company, Limited,

Kowloon, and stored at Consignees' risk

and expense.

All broken, chafed and damaged Goods

are to be left in the Godowns, where they

will be examined on any Tuesdays and

Fridays, between the hours of 10.45 a.m.

and Noon, within the Free Storage

period of One Week.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

THE BANK LINE, LTD.,

General Agents.

Hong Kong, 16th July, 1929. [3117]

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

STEAMER FOR
SINGAPORE, PENANG, COLOMBO
AND BOMBAY.

THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERSIAN GULF,
CONTINENTAL AMERICA AND
SOUTH AFRICAN PORTS.

THE Steamer

"ALIPORE"

Carrying His Majesty's Mails, will be despatched from this Port on, or about SATURDAY, 20th JULY, 1929, at 5 p.m., taking Cargo for the above Ports. Silk, Valuables and Tea for Italy, France and London (under arrangement) will be transhipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London at this Office until 5 p.m. the Day before Sailing. The Contents and Value of all Packages must be declared.

For further Particulars, Apply to—
MACKINNON, MACKENZIE & CO., Agents.

Hong Kong, 17th July, 1929. [3119]

NOTICE TO CONSIGNEES.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION CO.'s
STEAMER "KIDDERPORE."

ARRIVED HONG KONG ON
16th JULY, 1929.

FROM BOMBAY, COLOMBO
AND STRAITS.

CONSIGNEES of Cargo by the above named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hong Kong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and Delivery can be obtained as the Goods are landed.

This Vessel brings on Cargo from London, E.C. and P.S.N. Co's Steamer, S.S. "E. & P.S.N. Co's Steamer."

Optional Goods will be landed here unless instructions have been given to the contrary 6 hours before arrival of the Steamer.

Goods not cleared within 3 days including date of arrival will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damage Packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Goddard & Douglas at 10 a.m. on Monday, the 22nd July, 1929.

No Claims will be admitted after the Goods have left the Godowns.

No Fire Insurance will be effected by us in any case whatever.

L. LESDOS, Agent.

Hong Kong, 16th July, 1929. [3115]

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Wharf and Godown Company, Limited,

Kowloon, and stored at Consignees' risk

and expense.

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No Fire Insurance has been effected.

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Hong Kong, 16th July, 1929. [3117]

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ADVERTISED SAILINGS FROM HONG KONG.

ALEXANDRIA

Pres. Monroe, Dollar, July 23.
Pres. Wilson, Dollar, Aug. 11.

AMOI.

Haining, Douglas, July 19.
Kanchow, B. & S., July 21.
Kiangchow, B. & S., July 21.
Haining, Douglas, July 23.
Namsang, Jardine's, July 23.
Takliwa, B.I., July 23.
Tijbadak, J.C.J.L., July 23.
Tijbadak, J.C.J.L., July 23.
Antung, B. & S., July 23.
Yuen-sang, Jardine's, July 23.
Taima, B.I., Aug. 3.
Tijbadak, J.C.J.L., Aug. 4.
Tijbadak, J.C.J.L., Aug. 8.
Sut-sang, Jardine's, Aug. 13.
Takada, B.I., Aug. 18.

ANTWERP.

Rheinland, Jensen, July 27.
Suva Maru, N.Y.K., July 27.
Lippe, Melchers, July 30.
Danmark, Manners, Aug. 1.
Fushimi Maru, N.Y.K., Aug. 10.
Havelland, Jensen, Aug. 10.

AUSTRALIAN PORTS.

Aki Maru, N.Y.K., July 24.
Arafura, E. & A., Aug. 2.

BALTO PORTS.

Lahn, Melchers, July 19.
Derflinger, Melchers, July 27.
Danmark, Manners, Aug. 1.

BALTIMORE.

Springbank, Bank, Aug. 4.
Adrasius, B.F., Aug. 5.

BANGKOK.

Chinhua, B. & S., July 13.
Helios, Thoresen's, July 21.
Kalgan, B. & S., July 21.
Hirundo, Thoresen's, July 23.
Kiangsu, B. & S., July 23.

BELAWAN DELI.

Lahn, Melchers, July 19.
Van Heutsz, J.C.J.L., July 19.
Derflinger, Melchers, July 27.
Springbank, Bank, July 31.
Isar, Melchers, Aug. 14.

BOMBAY.

Alipore, P. & O., July 20.
Nagato Maru, N.Y.K., July 27.
Tamba Maru, N.Y.K., Aug. 11.
Kidderpore, P. & O., Aug. 15.
Malwa, P. & O., Aug. 17.

BOSTON.

Atago Maru, N.Y.K., July 23.
Pres. Monroe, Dollar, July 23.
Chinese Prince, Furness, August 1.
Kuma Maru, N.Y.K., Aug. 4.
Springbank, Bank, Aug. 4.
Adrasius, B.F., Aug. 5.
Pres. Wilson, Dollar, Aug. 11.

BREMER.

Lahn, Melchers, July 19.
Derflinger, Melchers, July 27.
Lippe, Melchers, July 30.
Isar, Melchers, Aug. 14.

BRINDISI.

Timavo, Dodwell's, July, 23.
Himalaya, Dodwell's, Aug. 3.

CALCUTTA.

Rangoon Maru, N.Y.K., July 17.
Hosang, Jardine's, July 20.
Tilawa, B.I., July 24.
Kutsang, Jardine's, July 30.
Sirdhana, B.I., July 30.
Talamba, B.I., Aug. 3.
Bengal Maru, N.Y.K., Aug. 3.
Takliwa, B.I., Aug. 13.

CEBU.

New York, S.S.S., July 19.
Bellingham, S.S.S., July 20.
Golden Mountain, S.S.S., July 23.
Texas, S.S.S., Aug. 2.

CHEFOO.

Huichow, B. & S., July 22.
Kueichow, B. & S., Aug. 6.

COLOMBO.

Lahn, Melchers, July 19.
Alipore, P. & O., July 20.
Khiva, P. & O., July 20.
Glenahane, Jardine's, July 24.
Derflinger, Melchers, July 27.
Nagato Maru, N.Y.K., July 27.
Suva Maru, N.Y.K., July 27.
Pres. Monroe, Dollar, July 27.
Porthos, M.M., July 30.
Khyber, P. & O., Aug. 3.
Glenogly, Jardine's, Aug. 7.
Patroclus, B.F., Aug. 7.
Fushimi Maru, N.Y.K., Aug. 10.
Havelland, Jensen, Aug. 10.
Pres. Wilson, Dollar, Aug. 11.
Tamba Maru, N.Y.K., Aug. 11.
Chenonceaux, M.M., Aug. 13.
Isar, Melchers, Aug. 14.
Kidderpore, P. & S., Aug. 18.
Malwa, P. & O., Aug. 17.

COPENHAGEN.

Danmark, Manners, Aug. 1.
Nagara, Gilman's, Aug. 11.

DALRY.

Luchow, B. & S., July 13.
Kiangchow, B. & S., July 23.
Saarbruecken, Melchers, July 31.
Alster, Melchers, Aug. 10.

DUTCH PORTS.

Lahn, Melchers, July 19.
Idomenus, B.F., July 23.
Glenahane, Jardine's, July 24.
Derflinger, Melchers, July 27.
Rheinland, Jensen, July 27.
Suva Maru, N.Y.K., July 27.
Lippe, Melchers, July 30.
Danmark, Manners, Aug. 1.
Glenogly, Jardine's, Aug. 7.
Patroclus, B.F., Aug. 7.
City of Athens, Bank, Aug. 9.
Fushimi Maru, N.Y.K., Aug. 10.
Malwa, P. & O., Aug. 17.

FOOCHOW.

Luchow, B. & S., July 13.
Haining, Douglas, July 19.
Haining, Douglas, July 23.

GENOA.

Autolycus, B.F., July 20.
Durban Maru, N.Y.K., July 20.
Derflinger, Melchers, July 27.
Rheinland, Jensen, July 27.
Pres. Monroe, Dollar, July 23.
Lippe, Melchers, July 30.
Havelland, Jensen, Aug. 10.
Pres. Wilson, Dollar, Aug. 11.

GLASGOW.

Autolycus, B.F., July 20.
Patroclus, B.F., Aug. 7.

HAIPHONG AND HOIHOW.

Chinhua, B. & S., July 13.
Teau, B. & S., July 23.

HAMBURG.

Lahn, Melchers, July 19.
Idomenus, B.F., July 23.
Glenahane, Jardine's, July 24.
Derflinger, Melchers, July 27.
Rheinland, Jensen, July 27.
Lippe, Melchers, July 30.
Danmark, Manners, Aug. 1.
Glenogly, Jardine's, Aug. 7.
City of Athens, Bank, Aug. 9.
Havelland, Jensen, Aug. 10.
Nagara, Gilman's, Aug. 11.
Isar, Melchers, Aug. 14.

HANKOW.

Autolycus, B.F., July 20.
Danmark, Manners, July 23.
Lippe, Melchers, July 30.

HONOLULU.

Siberia Maru, N.Y.K., July 24.
Pres. Jefferson, A.M.L., July 20.
Taiyo Maru, N.Y.K., Aug. 7.

ILOILO.

New York, S.S.S., July 19.
Bellingham, S.S.S., July 20.
Golden Mountain, S.S.S., July 23.
Texas, S.S.S., Aug. 2.

JAPAN PORTS.

Orestes, B.F., July 17.
Atago Maru, N.Y.K., July 18.
Philoctetes, B.F., July 18.
Viminale, Dodwell's, July 18.
Akita Maru, N.Y.K., July 18.
Kaga Maru, N.Y.K., July 18.
Hakusan Maru, N.Y.K., July 22.
Glenamoy, Jardine's, July 23.
Namsang, Jardine's, July 23.
Leverkusen, Jensen, July 23.
Pres. McKinley, A.M.L., July 23.
Takliwa, B.I., July 23.
Siberia Maru, N.Y.K., July 24.
Kuma Maru, N.Y.K., July 25.
Yuen-sang, Jardine's, July 25.
Nagara, Gilman's, July 25.
Mishima Maru, N.Y.K., July 29.
Athos II, M.M., July 30.
Pres. Jefferson, A.M.L., July 30.
Emp. of France, C.P.S., July 31.
Ixion, B.F., August 1.
Glengarry, Jardine's, Aug. 2.
Kashmir, P. & O., Aug. 2.
Taima, B.I., Aug. 3.
Gurna, B.I., Aug. 4.
Ermland, Jensen, Aug. 6.
Piave, Dodwell's, Aug. 6.
Pres. Grant, Dollar, Aug. 6.
Taiyo Maru, N.Y.K., Aug. 7.
Alster, Melchers, Aug. 10.
Izo Maru, N.Y.K., July 12.
Eurylochus, B.F., July 12.
D'Artagnan, M.M., Aug. 13.
Pres. Lincoln, Dollar, Aug. 13.
Sut-sang, Jardine's, Aug. 13.
Remo, Dodwell's, Aug. 15.
Burgeland, Jensen, Aug. 16.
Glenapp, Jardine's, Aug. 16.
Morea, P. & S., Aug. 16.

JAVA PORTS.

Tjikarang, J.C.J.L., July 17.
Tijbadak, J.C.J.L., July 27.
Tijbadak, J.C.J.L., July 30.
Tijbadak, J.C.J.L., Aug. 7.

LIVERPOOL.

Autolycus, B.F., July 20.
Durban Maru, N.Y.K., July 20.

LONDON.

Khiva, P. & O., July 20.
Idomenus, B.F., July 23.
Glenahane, Jardine's, July 24.
Suva Maru, N.Y.K., July 27.
Khyber, P. & O., Aug. 3.
Glenogly, Jardine's, Aug. 7.
Eurylochus, B.F., Aug. 7.
City of Athens, Bank, Aug. 9.
Fushimi Maru, N.Y.K., Aug. 10.
Malwa, P. & O., Aug. 17.

LOS ANGELES.

Siberia Maru, N.Y.K., July 24.
Pres. Jefferson, A.M.L., July 20.
Golden Tide, States S.S., July 30.
Pres. Lincoln, Dollar, Aug. 13.

MANILA.

New York, S.S.S., July 19.
Bellingham, S.S.S., July 20.
Pres. Jefferson, A.M.L., July 20.
Emp. of France, C.P.S., July 20.
Golden Mountain, S.S.S., July 23.
Aki Maru, N.Y.K., July 24.
Derflinger, Melchers, July 27.
Rheinland, Jensen, July 27.
Pres. Monroe, Dollar, July 23.
Pres. Grant, Dollar, July 30.
Tijbadak, J.C.J.L., July 30.
Chinese Prince, Furness, Aug. 1.
Arafura, E. & A., Aug. 2.
Texas, S.S.S., Aug. 2.
Pres. Lincoln, Dollar, Aug. 3.

MARSEILLES.

Lahn, Melchers, July 19.
Durban Maru, N.Y.K., July 20.
Khiva, P. & O., July 20.
Rheinland, Jensen, July 27.
Suva Maru, N.Y.K., July 27.
Pres. Monroe, Dollar, July 23.
Lippe, Melchers, July 30.
Porthos, M.M., July 30.
Khyber, P. & O., Aug. 3.
Patroclus, B.F., Aug. 7.
Fushimi Maru, N.Y.K., Aug. 10.
Havelland, Jensen, Aug. 10.
Nagara, Gilman's, Aug. 11.
Pres. Wilson, Dollar, Aug. 11.
Chenonceaux, M.M., Aug. 13.
Isar, Melchers, Aug. 14.
Malwa, P. & O., Aug. 17.

NAPLES.

Pres. Monroe, Dollar, July 23.
Pres. Wilson, Dollar, Aug. 11.

NEWCHANG.

Luchow, B. & S., July 13.
Liangchow, B. & S., July 23.

NEW YORK, BOSTON, etc.

Atago Maru, N.Y.K., July 23.
Pres. Monroe, Dollar, July 23.
Chinese Prince, Furness, August 1.
Kuma Maru, N.Y.K., Aug. 4.
Springbank, Bank, Aug. 4.
Adrasius, B.F., Aug. 5.
Pres. Wilson, Dollar, Aug. 11.

NORTH CHINA.

Java, Manners, July 20.
Leverkusen, Jensen, July 23.
Saarbruecken, Melchers, July 31.
Ermland, Jensen, Aug. 6.
Alster, Melchers, Aug. 10.
Burgeland, Jensen, Aug. 16.

ORAN.

Lahn, Melchers, July 19.
Isar, Melchers, Aug. 14.

OSLO.

Danmark, Manners, Aug. 1.

PANAMA.

Atago Maru, N.Y.K., July 23.
Dehance, S.S.S., July 28.
Kuma Maru, N.Y.K., Aug. 4.

PENANG.

Rangoon Maru, N.Y.K., July 17.
Van Heutsz, J.C.J.L., July 18.
Alipore, P. & O., July 20.
Hosang, Jardine's, July 20.
Khiva, P. & O., July 20.
Tilawa, B.I., July 24.
Nagato Maru, N.Y.K., July 27.
Suva Maru, N.Y.K., July 27.
Pres. Monroe, Dollar, July 23.
Lippe, Melchers, July 30.
Kutsang, Jardine's, July 30.
Sirdhana, B.I., July 30.
Talamba, B.I., Aug. 3.
Khyber, P. & O., Aug. 3.
Bengal Maru, N.Y.K., July 25.
Fushimi Maru, N.Y.K., Aug. 10.
Tamba Maru, N.Y.K., Aug. 11.
Takliwa, B.I., Aug. 13.
Kidderpore, P. & O., Aug. 15.
Malwa, P. & O., Aug. 17.

PORTLAND.

Washington, S.S.S., July 17.
Michigan, S.S.S., Aug. 3.

RABAU.

Bremerhaven, Melchers, July 20.

RANGOON.

Rangoon Maru, N.Y.K., July 17.
Bengal Maru, N.Y.K., July 25.

SAIGON.

Porthos, M.M., July 30.
Chenonceaux, M.M., Aug. 13.

SANDAKAN.

Hinsang, Jardine's, July 22.
Arafura, E. & A., Aug. 2.
Mausang, Jardine's, Aug. 6.

SAN FRANCISCO.

Washington, S.S.S., July 17.
Atago Maru, N.Y.K., July 18.
Siberia Maru, N.Y.K., July 24.
Kuma Maru, N.Y.K., July 24.
Golden Tide, States S.S., July 30.
Pres. Jefferson, A.M.L., July 20.
Michigan, S.S.S., Aug. 3.
Taiyo Maru, N.Y.K., Aug. 7.
Pres. Lincoln, Dollar, Aug. 13.

SCANDINAVIAN PORTS.

Danmark, Manners, Aug. 1.
Nagara, Gilman's, Aug. 11.

SEATTLE.

Pres. McKinley, A.M.L., July 23.
Mishima Maru, N.Y.K., July 29.
Ixion, B.F., August 1.
Pres. Grant, Dollar, Aug. 6.
Igo Maru, N.Y.K., July 12.

SHANGHAI.

Orestes, B.F., July 17.
Sinkiang, B. & S., July 17.
Yusan, Jardine's, July 17.
Atago Maru, N.Y.K., July 18.
Luchow, B. & S., July 13.
Philoctetes, B.F., July 18.
Viminale, Dodwell's, July 18.
Akita Maru, N.Y.K., July 18.
Chengru, B. & S., July 18.
Kaga Maru, N.Y.K., July 19.
Malwa, P. & O., July 19.
Java, Manners, July 20.
Agapenor, B.F., July 21.
Chaksang, Jardine's, July 21.
Kanchow, B. & S., July 21.
Soochow, B. & S., July 21.
Hakusan Maru, N.Y.K., July 22.
Glenamoy, Jardine's, July 23.
Leverkusen, Jensen, July 23.
Takliwa, B.I., July 23.
Kwaissang, Jardine's, July 24.
Shantung, B. & S., July 24.

SHANGHAI.—(Continued).

Siberia Maru, N.Y.K., July 24.
Liangchow, B. & S., July 23.
Antenor, B.F., July 23.
Kuma Maru, N.Y.K., July 23.
Tijbadak, J.C.J.L., July 23.
Tijbadak, J.C.J.L., July 23.
Kwong-sang, Jardine's, July 23.
Mishima Maru, N.Y.K., July 29.
Athos II, M.M., July 30.
Pres. Jefferson, A.M.L., July 30.
Emp. of France, C.P.S., July 31.
Saarbruecken, Melchers, July 31.
Ixion, B.F., August 1.
Glengarry, Jardine's, Aug. 2.
City of Peking, Bank, Aug. 3.
Gurna, B.I., Aug. 4.
Tijbadak, J.C.J.L., Aug. 4.
Ermland, Jensen, Aug. 6.
Piave, Dodwell's, Aug. 6.
Pres. Grant, Dollar, Aug. 6.
Taiyo Maru, N.Y.K., Aug. 7.
Tijbadak, J.C.J.L., Aug. 7.
Igo Maru, N.Y.K., July 12.
Pres. Lincoln, Dollar, Aug. 13.
Remo, Dodwell's, Aug. 15.
Burgeland, Jensen, Aug. 16.
Glenapp, Jardine's, Aug. 16.
Morea, P. & S., Aug. 16.

SINGAPORE.

Rangoon Maru, N.Y.K., July 17.
Lahn, Melchers, July 19.
Van Heutsz, J.C.J.L., July 18.
Alipore, P. & O., July 20.
Khiva, P. & O., July 20.
Hosang, Jardine's, July 20.
Kiangchow, B. & S., July 21.
Glenahane, Jardine's, July 24.
Tilawa, B.I., July 24.
Derflinger, Melchers, July 27.
Nagato Maru, N.Y.K., July 27.
Rheinland, Jensen, July 27.
Suva Maru, N.Y.K., July 27.
Antung, B. & S., July 28.
Pres. Monroe, Dollar, July 23.
Kutsang, Jardine's, July 30.
Lippe, Melchers, July 30.
Porthos, M.M., July 30.
Sirdhana, B.I., July 30.
Khyber, P. & O., Aug. 3.
Talamba, B.I., Aug. 3.
Glenogly, Jardine's, Aug. 7.
Patroclus, B.F., Aug. 7.
Bengal Maru, N.Y.K., July 25.
Nagara, Gilman's, Aug. 8.
Bingo Maru, N.Y.K., Aug. 9.
City of Athens, Bank, Aug. 9.
Fushimi Maru, N.Y.K., Aug. 10.
Havelland, Jensen, Aug. 10.
Pres. Wilson, Dollar, Aug. 11.
Tamba Maru, N.Y.K., Aug. 11.
Chenonceaux, M.M., Aug. 13.
Takliwa, B.I., Aug. 13.
Isar, Melchers, Aug. 14.
Kidderpore, P. & O., Aug. 15.
Malwa, P. & O., Aug. 17.

SOUTH AFRICAN PORTS.

Bingo Maru, N.Y.K., Aug. 9.

SOUTH AMERICAN PORTS.

Bingo Maru, N.Y.K., Aug. 9.

SWATOW.

Sinkiang, B. & S., July 17.
Yusan, Jardine's, July 17.
Haining, Douglas, July 19.
Chaksang, Jardine's, July 21.
Helios, Thoresen's, July 21.
Kalgan, B. & S., July 21.
Kiangchow, B. & S., July 21.
Soochow, B. & S., July 21.
Haining, Douglas, July 23.
Kwaissang, Jardine's, July 24.
Shantung, B. & S., July 24.
Antung, B. & S., July 28.
Hirundo, Thoresen's, July 28.
Kiangsu, B. & S., July 23.
Kwong-sang, Jardine's, July 29.

TIENTSIN.

Huichow, B. & S., July 22.
Chip Shing, Jardine's, July 23.
Saarbruecken, Melchers, July 31.
Ermland, Jensen, Aug. 6.
Kueichow, B. & S., Aug. 6.
Alster, Melchers, Aug. 10.

TRIESTE AND VENICE.

Timavo, Dodwell's, July, 23.
Himalaya, Dodwell's, Aug. 3.

TINGTAD.

Sinkiang, B. & S., July 17.
Yusan, Jardine's, July 17.
Chaksang, Jardine's, July 21.
Soochow, B. & S., July 21.
Kwaissang, Jardine's, July 24.
Shantung, B. & S., July 24.
Antenor, B.F., July 23.
Kwong-sang, Jardine's, July 29.
Saarbruecken, Melchers, July 31.
Ermland, Jensen, Aug. 6.
City of Peking, Bank, Aug. 3.
Alster, Melchers, Aug. 10.

VANCOUVER, B.C.

Emp. of France, C.P.S., July 31.
Ixion, B.F., August 1.

VICTORIA, B.C.

Pres. McKinley, A.M.L., July 23.
Mishima Maru, N.Y.K., July 29.
Emp. of France, C.P.S., July 31.
Ixion, B.F., August 1.
Pres. Grant, Dollar, Aug. 6.
Igo Maru, N.Y.K., July 12.
Vladivostok, B.F., July 18.
Java, Manners, July 20.
Glenamoy, Jardine's, July 23.
Agra, Gilman's, July 23.
Glenamoy, Jardine's, Aug. 2.
Glenapp, Jardine's, Aug. 16.
Leverkusen, Jensen, July 23.
Takliwa, B.I., July 23.
Kwaissang, Jardine's, July 24.
Shantung, B. & S., July 24.
Kueichow, B. & S., Aug. 6.
Patroclus, B.F., Aug. 7.

EXPECTED ARRIVALS AND MOVEMENTS.

Achilles due from Shanghai Aug. 20.

Adrasius left for Shanghai July 23.

Agapenor due from Singapore July 21.

Agra due from Europe July 28.

Aki Maru due from Japan July 23.

Alipore due from Shanghai July 20.

Alster due from Europe Aug. 10.

Andre Lebon due from Shanghai July 18.

Antenor due from Europe July 23.

Arafura due from Japan Aug. 2.

Asaphion due from Japan June 9.

Atago Maru due from Singapore July 20.

Autolycus due from Shanghai July 20.

Benvenue due from Europe July 21.

Bingo Maru due from Japan Aug. 9.

Bokuyo Maru due from Japan July 30.

Bremerhaven arrived from Rabaul July 18.

Burgeland due from Europe Aug. 16.

Calcutta Maru due from Singapore Aug. 7.

Canton left for Europe from Shanghai July 9.

Change due from Australia Aug. 12.

Chenonceaux due from Saigon July 16.

Chinese Prince due from New York Aug. 1.

City of Kobe due from Europe August 18.

City of Lille due from Shanghai May 17.</

CHINA NAVIGATION COMPANY, LIMITED.

SWATOW, SHANGHAI & TIENTSIN	"SINKIANG"	On 17th July, 2 p.m.
HONGKONG & SHANGHAI	"CHINHUA"	On 18th July, 10 a.m.
FOOCHOW, SHANGHAI, NEWCHOW & DALNY	"LUCHOW"	On 18th July, 5 p.m.
NINGBO & SHANGHAI	"CHENGTO"	On 19th July, 5 p.m.
AMOI, SWATOW & SHANGHAI	"KIUNGCHOW"	On 21st July, 8 a.m.
SWATOW, SHANGHAI & TIENTSIN	"SOOCHOW"	On 21st July, 10 a.m.
SWATOW & SHANGHAI	"KALGAN"	On 21st July, Noon
AMOI & SHANGHAI	"KANGHOU"	On 21st July, 5 p.m.
WEIHAIWEI, CHITGO & TIENTSIN	"HUICHOW"	On 22nd July, 5 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SHANTUNG"	On 24th July, 2 p.m.
HONGKONG, PAKHOI & HAIPHONG	"TEAN"	On 25th July, 11 a.m.
SHANGHAI, NCHOW & DALNY	"LIANGCHOW"	On 25th July, 5 p.m.
AMOI, SWATOW & SHANGHAI	"ANTUNG"	On 28th July, 8 a.m.
SWATOW & SHANGHAI	"KIANGSU"	On 28th July, Noon
WEIHAIWEI, CHITGO & TIENTSIN	"KUEICHOW"	On 28th Aug., 11 a.m.

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CHANGTIE	13th August	20th August
TAIPING	10th September	17th September
CHANGTIE	11th October	18th October

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PORTHOS ... 30th July	ATHOS II ... 30th July
CHENONCEAUX ... 13th Aug.	DARTAGNAN ... 13th Aug.
ATHOS II ... 27th Aug.	SEPHIX ... 27th Aug.
DARTAGNAN ... 10th Sept.	ANGERS ... 10th Sept.
SEPHIX ... 24th Sept.	G. METZINGER ... 24th Sept.
ANGERS ... 8th Oct.	ANDRE LEBON ... 8th Oct.
G. METZINGER ... 22nd Oct.	PORTHOS ... 22nd Oct.
ANDRE LEBON ... 5th Nov.	CHENONCEAUX ... 5th Nov.

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ROYAL OBSERVATORY'S DAILY WEATHER REPORT.

STATION	LOCAL TIME	JULY 15, 1929.										JULY 16, 1929.									
		Barometer at Sea Level	Barometer at Station	Thermometer	Humidity	Wind	Direction	Force	Clouds	Visibility	Remarks	Barometer at Sea Level	Barometer at Station	Thermometer	Humidity	Wind	Direction	Force	Clouds	Visibility	Remarks
Wladivostok	12	29.74	752.5	66	...	SE	2	f	...	...	...	29.89	759.2	68	...	...	...	...	...	...	...
Nemuro	11	29.86	758.5	...	...	NNE	1	...	...	...	...	29.86	758.5	...	...	...	...	...	...	...	...
Hokodate	...	29.86	758.5	...	...	WSW	2	...	...	...	...	29.90	759.5	...	...	...	...	...	...	...	...
Tokio	...	29.90	759.5	...	...	SSE	1	...	...	...	...	29.92	760.0	...	...	...	...	...	...	...	...
Kobe	...	29.90	759.5	...	...	SSE	1	...	...	...	...	29.94	760.5	...	...	...	...	...	...	...	...
Nagasaki	...	29.90	759.5	...	...	SSW	1	...	...	...	...	29.92	760.0	...	...	...	...	...	...	...	...
Kagoshima	...	29.88	759.0	...	...	SE	1	...	...	...	...	29.88	759.0	...	...	...	...	...	...	...	...
Oshima	...	29.84	758.0	...	...	E	1	...	...	...	...	29.80	757.0	...	...	...	...	...	...	...	...
Naha	...	29.80	757.0	...	...	NE	2	...	...	...	...	29.78	755.0	...	...	...	...	...	...	...	...
Ishigakijima	...	29.74	755.5	...	...	E	2	...	...	...	...	29.69	754.0	...	...	...	...	...	...	...	...
Bonin Island	...	29.80	759.5	...	...	ESE	1	...	...	...	...	29.90	759.5	...	...	...	...	...	...	...	...
Shanghai	14	29.72	754.8	93	83	SSE	2	b	...	...	...	29.72	754.8	94	92	SE	2	b	...	...	...
Chungking	...	29.79	756.6	83	83	S	4	b	...	...	...	29.87	758.7	76	100	SSE	1	b	...	...	...
Gutzlaff	...	29.78	755.1	86	80	NE	2	b	...	...	...	29.72	754.9	82	87	N	4	b	...	...	...
Sharp Peak	...	29.68	753.9	88	76	SSE	4	b	...	...	...	29.67	753.6	82	77	NE	4	b	...	...	...
Amoy	...	29.70	754.4	85	84	ESE	2	b	...	...	...	29.68	753.9	77	88	E	4	b	...	...	...
Swatow	...	29.69	754.2	90	87	ESE	2	b	...	...	...	29.68	753.9	77	88	E	4	b	...	...	...
Taihou	11	29.78	756.1	86	...	W	2	b	...	...	...	29.88	758.9	79	...	...	...	...	...	...	...
Taihu	...	29.71	754.5	90	...	N	2	b	...	...	...	29.65	753.0	77	...	...	...	...	...	...	...
Tainan	...	29.71	754.5	90	...	NE	2	b	...	...	...	29.63	752.7	79	...	...	...	...	...	...	...
Koshu	...	29.78	755.1	86	...	NW	2	b	...	...	...	29.65	753.0	79	...	...	...	...	...	...	...
Pescadore	...	29.66	753.3	82	87	ESE	1	op	...	...	...	29.65	753.1	79	91	E	2	op	...	...	...
Hong Kong	14	29.65	753.1	...	...	ESE	4	c	...	...	...	29.64	752.9	...	...	...	...	...	...	...	...
Gap Rock	...	29.63	752.7	84	81	SE	2	c	...	...	...	29.61	752.1	79	91	ESE	4	c	...	...	...
Macao	...	29.56	750.8	88	77	SSE	2	c	...	...	...	29.64	752.9	82	82	ENE	3	b	...	...	...
Hoihow	...	29.56	750.8	88	77	SSE	2	c	...	...	...	29.64	752.9	82	82	ENE	3	b	...	...	...
Pratas Island	...	29.53	750.0	77	94	SE	4	r	...	...	...	29.55	750.6	78	94	ESE	4	r	...	...	...
Phulien	15	29.59	751.5	84	...	NE	2	c	...	...	...	29.61	752.1	81	...	WNW	4	c	...	...	...
Tourane	...	29.74	755.4	77	...	SW	6	c	...	...	...	29.76	756.0	77	...	WSW	4	c	...	...	...
Cape St. James	...	29.62	752.4	86	75	NE	4	c	...	...	...	29.68	751.2	77	92	SW	2	r	...	...	...
Basco	14	29.58	751.2	86	75	NE	4	c	...	...	...	29.68	751.2	77	92	SW	2	r	...	...	...
Aparri	...	29.55	750.6	90	60	NNW	2	c	...	...	...	29.59	751.5	75	96	...	...	...	...	...	...
Tuguegarao	...	29.55	750.6	86	75	NNW	4	c	...	...	...	29.54	750.3	77	89	SW	4	c	...	...	...
Vigan	...	29.58	751.2	81	84	SW	2	c	...	...	...	29.54	750.3	77	89	SW	4	c	...	...	...
Manila	...	29.56	750.9	82	77	SW	4	c	...	...	...	29.54	750.3	77	89	SW	4	c	...	...	...
Legaspi	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Calbayog	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Tacolban	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Iloilo	...	29.65	753.0	79	80	SW	6	r	...	...	...	29.74	755.4	77	...	SSE	2	c	...	...	...
Cebu	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Surigao	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Saipan	...	29.69	754.2	...	...	SW	1	c	...	...	...	29.72	754.9	78	...	SW	1	c	...	...	...
Guam	12.22	29.73	755.1	...	...	SW	4	r	...	...	...	29.71	754.5	71	...	SW	3	c	...	...	...
Yap	11.00	...	...	...	...	...	...	...	...	...	...	29.81	757.2	79	...	SW	0	b	...	...	...
Pelew	...	...	...	...	...	...	...	...	...	...	...	29.82	757.4	77	94	NW	2	b	...	...	...
Ponape	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Labuan	14	29.79	756.6	86	84	SW	2	b	...	...	...	...	...	...	...	...	...	...	...	...	...

July 15d. 17h. 34m.—Warning to Hong Kong, Coast Ports, &c.—Typhoon of unknown intensity within 120 miles of Lat. 17° N. Long. 126° E. moving W.N.W.

July 15d. 11h. 26m.—Warning to Hong Kong, Coast Ports, &c.—Typhoon of unknown intensity within 120 miles of Lat. 18° N. Long. 126° E. moving N.W.

July 16d. 11h. 30m.—Pressure is highest in the Pacific to the east of Japan. The typhoon is situated about 300 miles N.E. of Manila moving N.W. or W.N.W.

Manila warnings, 15d. 11h. 30m.—Typhoon in Lat. 17° N. Long. 127° E. moving W.N.W. Recd. 15d. 12h. 13m.

Shanghai warning, 15d. 10h. 20m.—Typhoon of unknown intensity within 60 miles of Lat. 16° N. Long. 126° E. moving N.W. Recd. 15d. 10h. 38m.

Hong Kong rainfall for the 24 hours ending at 10 a.m. to-day, 0.21 inch. Total since January 1, 24.64 inches, against an average of 44.89 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON ON JULY 17.

District. Light variable winds, freshening from N.E.

1.—Formosa Channel ... E. winds, moderate; fair generally.

2.—South coast of China between Hong Kong and Lamock ... E. winds, moderate; fair generally.

3.—Hong Kong to Gap Rock ... E. winds, moderate; fair generally.

4.—South coast of China between Hong Kong and Hainan ... E. winds, moderate; fair generally.

C. W. JEFFRIES, Director.

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, July 16.

Previous On Date On Date

Day at 4 p.m. 10 a.m. 4 p.m.

Barometer ... 29.66 29.69 29.66

Temperature ... 81 84 84

Humidity ... 88 80 81

Wind ... E E E

Direction ... 2 2 3

Force ... OP C O

Rain ... 1.52 0.00 0.03

Highest open-air Temperature, 15: 83

Lowest open-air Temperature, 18: 79

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning;

M=Mist; O=Overcast; P=Passing showers; Q=Qualls; R=Rain; T=Thunder.

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